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# **SAN FRANCISCO AIRPORTS COMMISSION**



DOCUMENTS

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## **MINUTES**

JANUARY 4, 1977

**GEORGE R. MOSCONE, MAYOR**

### **COMMISSIONERS**

**WILLIAM E. McDONNELL, PRESIDENT**

**WILLIAM K. COBLENTZ**

**WILLIAM H. CHESTER**

**MORRIS BERNSTEIN**

**RUTH S. KADISH**

**WILLIAM J. DWYER**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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1977

Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William H. Chester, William K.  
Coblentz, Morris Bernstein and  
Ruth S. Kadish.

Absent:

None

The Minutes of the Airports Commission meeting of December 21, 1976,  
were approved and adopted as presented.

\* \* \*

The meeting commenced with the election of officers, the result of  
which is as follows:

William E. McDonnell, President  
William H. Chester, Vice President

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Coblentz,  
the following resolution was adopted:

No. 77-0001

Consideration of Taxicab Opera-  
tions at San Francisco International  
Airport.- Adoption of Agreement.

Mr. William Dwyer, Director of Airports, related some of the events  
which led to the current situation. He stated the Commission had  
extended the Yellow Cab agreement until midnight of the third of  
January in order to give the company additional time to respond to  
the charge of being unable to comply with their agreement. He said  
that since that time there has been nothing new on Yellow Cab and he  
asked Mr. George Baglin to explain the legal ramifications of the  
matter.

Mr. Baglin, Utilities General Counsel, said that although the Commission  
is subject to the determination of the Bankruptcy Court, his opinion  
is that the Commission has the power to terminate the agreement. Accord-  
ingly, he recommended that the Commission terminate the agreement subject  
to the jurisdiction of the Bankruptcy Court, and that the City Attorney  
should be directed to protect the City's rights in the matter.

Commissioner McDonnell called for comment from the attorney for Yellow  
Cab. Mr. Ohleyer said his only comment was a question as to whether  
or not this Commission could take action to terminate without approval  
of the Bankruptcy Court. He added that the Police Commission took the  
position that there could be no proceedings until they filed the com-  
plaint with the Federal Court, and that then the action could be taken.

There was a strong wave of disagreement from the audience, and Com-  
missioner McDonnell called for order. Commissioner McDonnell stated  
that a comparison could not be made between the action of the Airports  
Commission and the Police Commission because the Police Commission  
licenses are different items than the Airports Commission's contracts  
and that we are dealing with different factors. He added, however,  
that perhaps the issue should be presented to the Federal Court.



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Mr. Dwyer said he had raised the question with the City Attorney who advised him to go ahead with the termination of the agreement. Commissioner Coblentz stated that anything the Airport does must be subject to approval by the court.

Commissioner McDonnell stated he would like to hear from representatives of the Yellow Cab Drivers Committee. Mr. John Robb of E.S.O.P., stated the group is in negotiation to purchase Yellow Cab. He expressed his views on the formation of a new cab company. He described the viability of the newly formed group and stated he felt it would be in the best interest of the City to further extend the Yellow Cab contract grace period.

Mr. Don Campbell added the group had met in Mr. Kelso's office with the Vice President of Finance and they are putting together a feasibility program that they feel will work.

Commissioner McDonnell called for further clarification on the participation of other cabs.

Commissioner Chester asked if there were any officers from Local 265 present. Mr. Mike Parrish, President of the Local, was present, and introduced himself. He expressed the hope the Commission would consider the jobs and income derived by drivers operating the San Francisco cabs and the loss to our citizens if outside cabs are permitted to operate at the Airport.

Commissioner McDonnell inquired how many San Francisco cabs are involved and was told that there are about 850 licensed cabs in the City with Yellow Cab holding about 500 licenses, 200 or so with other companies and 140 with independent cab drivers.

Mr. David Frankel spoke and was asked how many independents are members of a local union. Mr. Frankel replied about 20 or 30% and that in his opinion within a short period of time everyone would be in the union. He said there was a proposal for drivers to be able to buy into the Yellow Cab contract.

Mr. Lance Hoffman stated that anyone who wanted to be a union driver had the opportunity to do so. There was some disagreement registered from the audience.

Mr. Michael Spain commented that this is the first time the question of who is and who is not in the union has been discussed before the Commission. He agreed that all San Francisco cab drivers could have joined the union.

Mr. Dwyer then made a recommendation. He said that since the Commission meeting two weeks ago he has spent much time on the taxi problem. He said an agreement has been prepared to permit the operation, on a temporary basis for 90 days, of an open cab stand at the Airport. He then read the proposal at Commissioner McDonnell's request.

Mr. Mike Parrish said ~~he~~ felt there were several problems with the proposal and that the Airports Commission and the San Francisco cabs would have no control over the number of cab permits put out by other counties.







Commissioner Coblentz then inquired of Mr. Baglin if we could close the airport to all but San Francisco licensed cabs. Mr. Baglin replied that the Commission could allow whomever it wished to use the Airport and use by unauthorized cabs would be a misdemeanor offense. He added that individual cities within San Mateo could possibly take legal action against the Commission.

One of the cab drivers stated that it is an economic necessity to get as many runs as possible to pay for his cab.

Commissioner McDonnell stated the Commission understands the problem and is trying to take care of it.

Mr. Mike Parrish stated no cab driver will want to sit in line for a long period of time to wait for trips. He said he has seen other drivers steal trips from the San Francisco drivers, and added that he is opposed to opening the Airport to other drivers.

Commissioner Kadish asked Mr. Zbikowski how he can assure Commission all the long hauls will go to San Francisco cabs, and how will they know they are San Francisco cabs. Mr. Zbikowski stated he has been a manager with Yellow Cab for years and that San Francisco drivers are easily identifiable by their San Francisco licenses.

Mr. Adams questioned why the selection of Mr. Zbikowski was not taken up in a public meeting. Commissioner McDonnell said that it had been, and asked Mr. Adams if he had been present in previous meetings. Mr. Adams said he had not.

An attempt was made to pass a motion to execute a contract with Mr. Zbikowski for the operation of an open cab stand. Commissioner Kadish interjected the need to incorporate a phrase, "subject to the rules and regulations of the Airports Commission."

Mr. Zbikowski added that all his proposed employees are drivers and dispatchers with 15-20 years experience. Commissioner Kadish said she felt there should be an immediate penalty should any of the drivers fail to pick up any passenger.

Mr. Bill Lazar of Luxor Cab felt that allowing cabs from other areas to pick up at the airport would create problems. He felt control would be lost if other cabs were allowed to pick up at the airport.

Commissioner McDonnell requested Mr. Dwyer to speak to the reasons for using San Mateo cabs. Mr. Dwyer stated there are two main reasons:

1. The refusal to convey. Eight citations were issued Friday and Saturday.
2. The fact that the airport is situated in San Mateo County....they have some rights.

Commissioner McDonnell said under the Yellow Cab Company contract, San Mateo County cabs were unable to pick up at the airport. During that period the airport had a short haul and a long haul line, but because they were company operated, we were able to overcome the problems involved.

Mr. Dwyer said we had one person we could call to take care of any problems. If someone refused to take a call, it could be referred to other cabs. He was then asked if there might be a problem to open the airport exclusively to San Francisco cabs, whereupon he made an affirmative reply.



Mr. James Allen argued there is nothing to stop outside cabs from coming into the airport. To this, Mr. J. Moldonado added there is only one flaw in what is said. He said we are San Francisco's people, the airport is a San Francisco project, our taxes and bonds come from San Francisco people and there is no reason why we should bring in cabs from San Mateo or other counties.

Commissioner Kadish stated we have an obligation to get service to the airport and that is our main concern. There are many conflicting points of view but they cannot be used as delaying mechanisms. The proposed agreement is for a period of 3 months. It seems the obligation of the people here today is to try to resolve any problems that may arise from it. It was suggested that they get together during a two week period and try to work out some type of proposal. Anything in the way of positive suggestions or ideas for a proposal should be brought to Mr. Zbikowski and to the staff to make this an efficient operation. To this was added a reminder by Commissioner McDonnell that it is necessary for the Airport to be assured of revenue.

Mr. Barry Gordon raised the question as to whether the short haul stand would be exclusively for San Mateo drivers. Mr. Bob Chinowski asked the Commission to give the taxi drivers in San Francisco a break as to what they will have to pay, and he suggested an amendment to the proposal to this effect.

Mr. Robert Abraham stated San Mateo cab fares are different from San Francisco cab fares, and felt that the drivers' preference for the long or short haul lines should be taken into consideration.

Mr. Paul Chase's contention was that since the agreement is to be for a period of 90 days, he saw no reason for excluding one county while admitting the other.

Commissioner Coblentz stated that this is a trial period and if it does not work during that time, there was nothing to prevent changing the contract.

At this point, Commissioner McDonnell called for a 5-minute recess.

\* \* \*

Commissioner Coblentz amended his motion as follows: "Enter into agreement and during the initial 60 days the cabs should be limited only to licensed cabs of the City and County of San Francisco." The motion was seconded by Commissioner Kadish, who added that it should also be subject to terminating the agreement with Yellow Cab and to the decision of the Court. She also reminded the Commission of Mr. Parrish's comment that there are many San Francisco drivers who prefer to go in the short line.

Mr. Dwyer brought up the problem of long and short hauls again and said, we will place drivers taking short hauls back in front of the long haul line.

Mr. Zbikowski stated he would like to have the contract for 90 days. He was told that the contract is for 90 days but that the 60-day period is the trial period in which San Francisco cabs will operate at the airport, after which time it will be brought back to the Commission. Commissioner McDonnell asked that during the 60-day period, any ideas or suggestions be submitted to Mr. Dwyer.



The subject of rates to be paid to the airport was brought up. Mr. Dwyer responded that the agreement would provide for the payment of \$1.50 by each driver picking up a deplaning passenger, whether it is a short or long haul with short haul drivers returning to the pick up line without another payment.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0002

Resolution accepting the work under Airport Contract No. 904R, Improvements to Water Supply System, North Field Area, Phase I, as satisfactorily completed; approving and requesting the Controller's certification of Debit Modification No. 2, in the amount of \$10,887.95; and approving final payment in the amount of \$39,422.40 in favor of the contractor, A. F. deBrito Construction Company, 3566 East Avenue, Hayward, California 94542.

Commissioner McDonnell called attention to a correction that should be made of the amount of the modification, as shown on line 5 of the Calendar Item. It should read \$10,887.95 instead of \$39,887.95.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0003

Resolution accepting the work under Airport Contract No. 985, Signs for Maintenance and Engineering Buildings, as satisfactorily completed; extending the completion date from December 2, 1976 to December 6, 1976; and approving final payment in the amount of \$20,576.00 in favor of the contractor, Panad Associates, 100 South Ellsworth Avenue, San Mateo, California 94401.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0004

Resolution accepting the work under Airport Contract No. 710, Taxiway Guidance Signs, as satisfactorily completed; approving and requesting the Controller's certification of Debit Modification No. 2 in the amount of \$7,843.63; extending the completion date from November 27, 1975 to November 10, 1976; and approving final payment in the amount of \$77,606.39 in favor of the contractor, Coast Electric Company, 2490 Middlefield Road, Redwood City, California 94063.

\* \* \*





Agenda Item No. 5, Completion of Airport Contract No. 1045, was taken off calendar for further study.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0005

Resolution approving the final plans and specifications submitted by United Airlines, Inc., showing their proposed revisions to the in-flight kitchen building at Plot 4, in the estimated amount of \$1,500,000.

Mr. Dwyer stated the work is to be done by United Airlines at its own and sole expense, and upon inquiry affirmed that it has met with the approval of the Airport Architects.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0006

Resolution approving the final plans and specifications submitted by Standard Oil Company, showing their proposed installation of a new aviation fuel hydrant system at their hangar on Plot 8(S) to replace the existing system which has deteriorated.

Mr. Dwyer stated the work will be done by Standard Oil Company at its own and sole expense and without rental credit. The estimated cost of the work is \$25,000.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0007

Resolution approving the plans and specifications authorizing the Director of Airports to call for bids for Airport Contract No. 679, Cargo Area Access Road.

In explanation of the swift action being taken on this item, Commissioner McDonnell told the assemblage this item has been previously presented to the Commission.

\* \* \*





On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0008

Resolution cancelling unexpended balance of \$1,976.56 for professional services of Hogan and Hartson, Attorneys at Law.

Mr. Dwyer explained that the professional services contract with Hogan & Hartson has expired and a new contract has been approved by the Commission. The proposed modification would cancel a balance of \$1,976.56, the remaining amount of monies appropriated by Commission Resolution No. 75-0058.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0009

Resolution terminating agreement between Yellow Cab Company and City and County of San Francisco.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0010

Resolution amending the Rules and Regulations to define that section relating to taxicabs and taxicab operators at San Francisco International Airport.

\* \* \*

#### Further Business Before the Commission

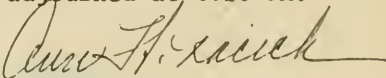
When Commissioner McDonnell called for items under further business, Mr. Dwyer stated airport staff is meeting with the airlines on matters of importance, and requested that Commissioners attend if possible.

\* \* \*

The matter of the Airporter was brought up during the discussion at the last meeting wherein a representative of Yellow Cab raised a question concerning the financial status of the Airporter, since it was a subsidiary of Yellow Cab. Mr. Dwyer stated that Mr. Leonoudakis had presented the airport with a check in excess of \$16,000. He added that there was a \$60,000 balance owing that Mr. Leonoudakis' company would arrange to pay.

Mr. Dwyer said he received a notice that Airporter comes under Chapter 11-2. He said this means we go to the bankruptcy court for approval. He said, on study of Chapter 11, he found it is necessary to accept an order from the court approving the sale, on notice to the creditors. He added, the Referee in Bankruptcy will recommend sale. The most important thing to do is to protect the airport for balances due, daily revenues and good passenger service. Further, that this should be a condition of the transfer and that the City be made whole and held harmless.

There being no further business, the meeting adjourned at 4:10 PM.

  
Ann H. Racich  
Secretary  
Airports Commission



SF  
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# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

JANUARY 18, 1977

GEORGE R. MOSCONE, MAYOR

## COMMISSIONERS

WILLIAM E. McDONNELL  
President

WILLIAM H. CHESTER  
Vice-President

WILLIAM K. COBLENTZ  
MORRIS BERNSTEIN  
RUTH S. KADISH

WILLIAM J. DWYER  
Director of Airports

San Francisco International Airport  
San Francisco, California 94128



Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William H. Chester, Morris Bernstein  
and Ruth S. Kadish.

Absent:

Commissioner William K. Coblentz

The Minutes of the Airports Commission meeting of January 4, 1977,  
were approved and adopted as presented.

\* \* \*

Prior to the discussion of the agenda items, Commissioner McDonnell brought up the subject of the retirement of Mr. Dwyer, Director of Airports, on June 30, 1977. He stated that although we are reluctant to face it, the retirement is inevitable and the Commission must prepare itself for the task of recruiting a new director. He continued to state that the Commission will be contacting people in the area and around the country, through advertisements, and hopes to interview and name a director before the retirement date so there can be a smooth transition of the directorship. Qualified persons should address their applications, during the month of February only, to:

William E. McDonnell  
President, Airports Commission  
San Francisco International Airport  
Central Terminal, Room 400  
San Francisco, CA 94128

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0011

Resolution approving the proposed  
Fiscal Year 1977-78 Operating Budget,  
for official filing with the City  
Controller, in accordance with  
Section 6.200 of the San Francisco  
City Charter.

Mr. William Dwyer, Director of Airports, stated that this was a submittal of the proposed operating budget of the San Francisco International Airport, for the fiscal year 1977-78. He added that the only change in the budget is an item of \$555,000.00 for improvements to the Customs area in the South Terminal. He explained there was an intention to make a temporary improvement, but it was decided late last week by the Federal Government that Customs did not want a temporary improvement, they would prefer to wait for a permanent improvement. It is for this reason that recommendation is made that this amount be stricken from the budget and the resolution adjusted to reflect this change. Mr. Dwyer then asked Mr. Paizis, Deputy Director, Business/Finance, to go through the budget items and explain and answer any questions that might arise.

Mr. Paizis, in referring to the charts prepared by staff on expenditures and income, stated that he would be happy to stop at any time any of the Commissioners had a question on a particular item.





Commissioner Kadish stated that the figures on income which were presented today were greatly decreased from the figures that were presented in the draft budget discussed by the Commission and staff in December, 1976. She requested an explanation, and was told that one of the reasons was that the proposal for increasing rates for the remote parking lots was deleted from the budget. She further reminded the Commission and Director that their first responsibility was to provide convenient and available spaces for San Francisco residents, and that, in her opinion, an increase in daily garage rates from \$4.00 to \$6.00 would not alleviate the overcrowded conditions in the garage. However, it is the staff's feeling that the new rate increase and resulting difference between garage and lot rates would, in fact, influence those persons who parked in the garage by the day or week to use the parking lots. Figures for the Garage show that at the present time, 83% of the parkers use the stalls for three hours or less, 92% less than one day and the remaining 8% park for a day or more; thus indicating a great flow in and out every day making it convenient for those persons who visit the airport for delivery or pick-up of passengers. The proposed new rate should considerably increase the availability of short term parking.

Mr. Paizis continued with his explanation of budget items, and during this discussion, Commissioner Kadish expressed concern that no specific item was shown for maintenance, which she said was of extreme importance. She was assured by Mr. Paizis that adequate funds for full maintenance, although not shown separately, were included in many of the line items.

Commissioner McDonnell referred staff to page 2 of the budget summary, and questioned whether there was a decrease of 25 positions. Mr. Dwyer explained that we are restoring some positions cut from last year's budget, and are asking for a total of 35 positions.

When the matter of the Fire Department budget was discussed, Commissioner Bernstein stated he has developed a plan which, in his opinion, would result in considerable savings to the airport. He stated that as soon as he has completed refinement of his plan, he would discuss it with staff.

Commissioner McDonnell, referring to the \$555,000 to be cut from the budget, asked whether the Policy Committee of the airlines approved the deletion. Mr. Al Kaiser of United Airlines, and Chairman of the Policy Committee, stated that if this was the decision of the Federal agency, he assured the Commission that the airlines would not object.

Ms. Marguerite Warren, a private citizen, inquired as to the basis for an assessment on the budget regarding janitorial jobs and their revision of duties as laid down by the Board of Supervisors. Mr. Roy Samuels, Assistant Deputy Director, Operations and Maintenance, made a negative reply and stated that 10 positions were deleted last year and that this is just an effort to obtain those positions. Mr. Dwyer stated there was a problem regarding the classification of these positions, inasmuch as the Civil Service Commission has not complied with the changes made by the Board of Supervisors. Further, that until the Civil Service Commission formally adopts these changes, there can be no re-classifications.

Mr. Jim Chamberlain of Delta Airlines spoke on the shuttle bus service, and asked if the Commission had given any thought to renegotiating this contract. Commissioner McDonnell told him that we are still under contract with the original contractor, that the contract is binding and that the costs have to increase to a full 10% before we can make any changes.





Commissioner Kadish called attention of the staff to an item on pages 5E and 37H, for which there was no explanation of the expenditure of \$905,000. It was explained to her that it was necessary to retain approximately \$1,000,000 for routine items such as improvements to roads and cargo areas. Mr. Paizis then read a separate sheet which contained some detailed explanation of the item.

A question was raised on the status of the suit by airport tenants in protest of increased electrical rates, and Commissioner McDonnell requested Mr. Baglin, Utilities General Counsel, to report on the matter. Mr. Baglin reported that the matter is now before Judge Poole, and that the City Attorney's office would make inquiry as to when a decision may be expected. Commissioner McDonnell reiterated the fact that if a determination is made that the increased rates are found to be illegal, the Commission would refund monies paid by the tenants, and that the airport would receive a similar amount from the Public Utilities Commission.

Mr. Thomas Welch, an attorney for the law firm of Brobeck, Phleger & Harrison, representing the airlines, presented a letter to the Commission protesting the proposed increase of landing fees. He said that airport revenue funds have been improperly diverted to the City which depleted unappropriated cash balances, and which in turn, accounts for the proposed landing fee increase. A letter spelling out other terms of their opposition and copies were provided to the Commission members and staff. The letter is being turned over to the City Attorney's Office for examination of the allegations.

For the benefit of the public, Commissioner McDonnell related some of the subsequent events to which this letter addresses itself. He explained that the interest on G.O. Bond Fund monies and operating fund monies are credited to the City. The Treasurer routinely credits the City's General Fund with all interest earned on airport funds other than Revenue Bond Funds.

Commissioner Kadish submitted a recommendation that in the future the budget be presented to the Commission in draft form at a public meeting; corrections and changes be made at that time and that the budget be presented again in final form at a future public meeting before final adoption.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0012

Resolution accepting the work under Airport Contract No. 1045, Reroofing Maintenance Facility Building, as satisfactorily completed and approving final payment in the amount of \$18,250 in favor of the contractor, Bender Roofing, Inc., 21 Bernice Street, San Francisco, California 94103.

\* \* \*



Commissioner Kadish called attention of the staff to an item on pages 5E and 37H, for which there was no explanation of the expenditure of \$905,000. It was explained to her that it was necessary to retain approximately \$1,000,000 for routine items such as improvements to roads and cargo areas. Mr. Paizis then read a separate sheet which contained some detailed explanation of the item.

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\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0013

Resolution approving the final plans and specifications submitted by United Airlines showing proposed revisions to the fire sprinkler systems in Docks 3, 4 and 5 at United's Maintenance Operations Center. The project consists of replacing the existing water dispensing deluge sprinkler system with a foam dispensing deluge type sprinkler system.

Mr. Dwyer stated that the work would be done by United Airlines at its own and sole expense, without rental credit.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0014

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Orders Nos. 908-1 and 908-2 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$1,391.00. This modification provides for the construction of sidewalks, the removal of a traffic island nose at the intersection of R-18 road and the R-1 connector, deletion of one (1) merging sign (W59) and the installation of one (1) yield sign (R30).

Commissioner Kadish said the amount of money appropriated seems a bit steep for the intended construction. Mr. Robert Lee, Deputy Director for Planning/Construction stated that only a portion of the work to be done under this contract has been indicated.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0015

Resolution approving professional services agreement with Main Lafrentz & Company.

Mr. Dwyer stated that each year, as directed by the City Charter, the Controller audits the Airport's books. Last year Main Lafrentz was selected by the Controller to do the job, and during the discussion after the audit, they made several observations which indicated a review and consolidation of our accounting procedures could greatly increase efficiency. They were then asked to draw up a proposal which was expanded into the draft agreement before the Commission.

-more-





Commissioner Kadish said it has been brought to her attention that the City is going into a 2 - 3 year program to establish program budgeting. She asked if the airport is included in that program and wondered if this professional services agreement would be a duplication of effort. She was told that it was not; inasmuch as that was concerned with appropriations accounting and that the airport maintains its own proprietary books, cost system and bond funds. Mrs. Kadish also wondered if this could be done internally. She was then told to do this internally would require much additional work for an already understaffed department, also that a future modification may be required for implementation. However, she was told, it will be discussed and when we determine where we are, additional funds may be required.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0016

Resolution approving Western Airlines exercise of option.

Mr. Dwyer stated that this exercise of option is included in all our airline leases. Also, that this resolution will formally extend the original term of the lease and that this will happen every ten years until expiration of the lease. He added that long term leases are only given if a substantial investment is made by the airlines.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0017

Resolution approving the final plans and specifications submitted by Air California, showing proposed revisions to their ticket counter in the South Terminal lobby. The project consists of closing one of the three baggage wells to provide space for installation of a new ticketing machine and redecorating the ticket counter back-wall so that the counter area will have the same decor which Air California is utilizing throughout the State at other Airports.

Mr. Dwyer said that staff had made renderings of a proposed change by Air California. At the first rendering there were many problems. Those now have been resolved and he recommends approval of the remodeling work.

\* \* \*



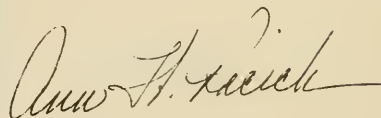


Further Business Before the Airports Commission

Mr. Dwyer gave an update on the taxi operation at the airport. He said it is working well, that we are collecting \$1.50 per trip. He added that although the anticipated revenue is not as much so far because of the loss of income occasioned by Yellow Cab Company's failure to provide service under their agreement, there are no major problems. He also stated that no problems are being experienced on short-haul trips.

Commissioner Kadish wondered if there were any repercussions from San Mateo and other counties and was told there have not been.

The meeting adjourned at 4:10 PM.



Ann H. Racich  
Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

FEBRUARY 1, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**WILLIAM E. McDONNELL**  
President

**WILLIAM H. CHESTER**  
Vice-President

**WILLIAM K. COBLENTZ**  
**MORRIS BERNSTEIN**  
**RUTH S. KADISH**

**WILLIAM J. DWYER**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners William H. Chester,  
William K. Coblentz, Morris Bernstein,  
Ruth S. Kadish.

Absent:

Commissioner William E. McDonnell.

The Minutes of the Airports Commission meeting of January 18, 1976, were approved with the following corrections:

Page 77-10, para. 5, line 1: Insert after "that"

"there be a revision of the budget process whereby".....

Page 77-10, para. 5, line 5: Add after "final adoption"

"and that the budget should be footnoted as to policies which regulate the establishment of particular figures. This recommendation was accepted by common consent of the Commission."

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0018

Resolution awarding Contract No. 783, Replacement of Air Handling Units, South Terminal, to Columbia Mechanical Contractors, Inc., 969 Folsom Street, San Francisco, California 94107 in the total amount of \$46,716.00. This contract was authorized for bid call under Resolution No. 76-0252 of the Airports Commission on December 7, 1976.

Mr. Bagan, Acting Director of Airports, stated the Commission previously authorized staff to go out to bid. Staff recommends relocation of the air conditioning unit for the South Terminal, as it has been in the mezzanine area and presents entry difficulties for maintenance.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0019

Resolution approving and ratifying the action of the Director of Airports in approving and requesting the Controller's certification of Debit Modification No. 9 to Airport Contract No. 650C, in the total amount of \$10,604.37, which incorporates change Orders 31 through 37 compensating the City for additional engineering cost due to Contractor's errors; provide adequate work force and technicians to relocate and reenergize Substation TB; install sprinkler system riser with flow preventer and supervisory switches in Substation TB; install extractor fitting for fuel oil tank foot valve; delete storm water connections in settlement pits; add flex joints, spools and waterproof storm pits; delete skim coat plaster on roadway and bridge column and replace with gypsum plaster and paint; and revise ground level ductwork at Stair No. 3 shaft.

Mr. Bagan stated that unless we modified some small items it would be necessary to close down United.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0020

Resolution approving the final plans and specifications submitted by the Federal Aviation Administration showing their proposed installation of a second control cable for the Runway 28L Instrument Landing System and Approach Light System to permit continuous operation of these systems while maintenance service is being performed on the existing cable.

Mr. Bagan said FAA wants an alternate cable, and that staff recommends approval.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0021

Resolution accepting work performed under Professional Services Agreement, approving Credit Modification No. 1 in the amount of \$150.00 and final payment of \$5,050.00 to Touche Ross & Company.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0022

Resolution closing out Professional Services Agreement with Peat, Marwick, Mitchell & Company.

Mr. Bagan stated this resolution authorizes acceptance of services performed as satisfactorily completed, extends the term of agreement to October 31, 1976 and authorizes final payment in the amount of \$2,322.31.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0023

Resolution Approving Rental Agreement with Federal Government for Pier G Office Space.

Mr. Bagan said the General Services Administration will continue to occupy Room 6-21, Pier G and will pay at the increased rate established by the Real Estate Department.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0024

Resolution Approving Modification of FAA Lease FA-75WE-3331, to Surrender Room 514 for Airport Use.

Mr. Bagan said this resolution authorizes the Director to execute Supplemental Agreement No. 2 with the FAA to surrender a room they no longer need.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0025

Resolution approving Modification No. 19 to Professional Services Agreement with San Francisco Airport Architects, to provide additional services related to revision of contract plans for Airport Contract No. 1000, Garage: Stage IV - Super-Structure Addition, in order to incorporate changes requested by Robert E. McKee, Inc.

Mr. Bagan stated that in the past United Airlines has made several changes and that we have required them to submit money in advance to underwrite the cost of such changes. The contractor, Robert E. McKee, Inc., recommends change in girders. Our Engineering Department has looked at it and determined that the changes are proper. The change in plans might cost up to \$100,000.00 in architects fees, although it was the opinion of some that the changes could be done for approximately \$50,000. The staff recommends approval and Robert E. McKee, Inc. has deposited a check for \$100,000 with the Airport.

-more-



Commissioner Kadish cited three reasons for her negative reaction:

(1) She questioned the urgency. She said that this item was delivered to her only two hours before the meeting, although she felt sure the matter has been discussed and thought about for some time. She further stated that her immediate reaction would automatically be a negative response to any item presented to the Commission on an emergency basis unless it involved health and safety. It was her feeling that the Commission should have more time to consider the problem. (2) She expressed concern about the benefit aspects:- she felt that the benefits must be greater than the \$100,000.00 and wanted to know what the benefits would be to the City and County of San Francisco; how many construction days would be saved; and (3) what is the role of the Commission in this situation? She felt that this change should be evaluated by a disinterested, uninvolved outside firm. She said Robert E. McKee, Inc. should be willing to bear the costs of the outside evaluation, and that it is contingent upon the Commission to hire such an outside evaluator.

Mr. Bagan stated that all the points made by the Commissioner are well taken and have been raised by Mr. Dwyer and himself. He said the matter would not have been brought to the Commission without the financial guarantee, and he asked a member of the company to explain.

Mr. I. Grindheim of Construction Management Consultants, went into some detail to explain the difference between reinforced concrete and post tensioning. He related the pros and cons of both methods and the advantages of using the reinforcing method. He added that this method was suggested by a member of the company who is an expert in his field and feels that use of this method may save money but certainly will save time. He said that the airport is not gambling anything on this; and it is believed to be in the best interest of the City to accept this. We need the extra car spaces which will be available at the time of the completion of the North Terminal. Robert E. McKee, Inc. has been a very reliable contractor in the past and we feel they will do a good job in this instance.

Mr. Bill Jakeman, Vice President and Construction Manager of Robert E. McKee, Inc., spoke and said he can understand the questioning of this project. He has been studying the requirements. He said they have run into some problems and explained that in order to stress the tendons, (which is what is done in the use of post tensioning) a jack of about 48 inches long would be needed. We cannot come up with the answer within the time frame originally set for completion of the garage. Further, that if we do not go to this change, serious problems will develop.

Commissioner Kadish asked if the company, in speaking of expediting, still felt that finishing the work at the contemplated finishing date is because they are a month behind. She was told that was not the reason. They think they can stimulate the completion of segment 3, then the whole project could be completed within the time frame of the second phase.

Commissioner Bernstein added that in private industry when a change is made, it usually results in a saving. He then asked Mr. Baglin if the City Charter prevented the City from accepting a refund.

Mr. Baglin, Utilities General Counsel, stated he has looked at the contract and there is nothing illegal about it.

Commissioner Kadish voted "no."

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0026

Resolution Approving Modification  
No. 1, Open Taxicab Transportation  
System Operating Agreement.

Mr. Bagan said when we entered into an agreement for an open taxi stand at the airport, we agreed we would reimburse the manager on a monthly basis. It now develops that the manager has increased his staff and it is working a hardship on him to meet his obligations, and staff therefore recommends paying on a bi-monthly basis. This resolution is also needed to clarify the language of the policy in regard to payment of bond and insurance.

\* \* \*

Further Business Before the Commission

Mr. Bagan said since January 8 - 30th, we have been averaging about 916 taxicab trips with each cab paying \$1.50 for each fare. Revenue per day is about \$1,049 and there are no complaints, except for one editorial criticism from the San Mateo Times.

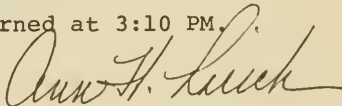
A member of the audience, Mr. Roberto Camp, Executive Vice President of the Mission Planning Council, expressed his desire for information regarding access to the Airport.

Commissioner Coblentz suggested that he contact members of the Airport staff before bringing the matter to the Commission. Commissioner Chester concurred.

Commissioner Kadish stated she had received some figures which were included in the matters on the parking garage. She requested that we calendar the matter of the parking garage for the next meeting; that perhaps this matter could be taken up at that time.

Mr. Bagan stated staff has just completed a survey which would accurately assess the situation. He added the rates have been raised and it is unlikely that many airport employees would be using the garage parking areas, thereby leaving greater access for the public. It was agreed that the matter would be calendared two weeks from today.

There being no further business, the meeting adjourned at 3:10 PM.



Ann H. Racich  
Secretary  
Airports Commission





# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

FEBRUARY 15, 1977

DOCUMENTS

MAR 1 1977

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**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**WILLIAM E. McDONNELL**  
President

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Vice-President

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**MORRIS BERNSTEIN**  
**RUTH S. KADISH**

**WILLIAM J. DWYER**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William K. Coblentz, Morris Bernstein,  
Ruth S. Kadish.

Absent:

Commissioner William H. Chester.

The Minutes of the Airports Commission meeting of February 1, 1977, were approved and adopted as presented.

\* \* \*

Prior to acting on the items listed on the calendar, Mrs. Kadish requested that the matter of the garage and its operation be taken up.

Mr. Bagan, Acting Director of Airports, stated that the reason this item was not on the calendar was because in their opinion the short surveys made did not adequately reflect conditions at the garage, and that additional time would be needed to obtain a more comprehensive picture of long-term and short-term users. He stated that it will be necessary to raise parking fees because of increased expenses, and that it was his hope that raising fees would force long-term users into the parking lots.

Mr. Bagan also advised that a survey taken shows that from September 13 to 19, 1976, 7.9% were long-term users of the garage; that although this does not seem high in terms of percentages, the 7.9% users occupied 74% of the space in the garage. He stated that staff would come back at the second meeting in March with proposed new rates. He then asked Mr. Sheldon Fein, the Traffic Engineer, to explain the problem.

Mr. Fein proceeded to explain the concept used in analyzing the data, and showed an example of how the spaces are used. He stated that the garage was closed 289 times last year because it was completely filled. It was his opinion that if some of the long-term parkers could be forced out of the garage, more short-term parkers could be accommodated.

Mr. Bagan added the economic incentive is the only practical way of doing it.

Commissioner Kadish stated she has received several complaints and feels that once the policy is established, it then becomes a staff function as to how that policy should be implemented. She then made a motion that this Commission, (until the opening of the new Garage), adopt a policy stating that top priority be given short-term parkers; that the rate structure deter long-term parkers and that there be adequate signing so as to inform parkers as to availability of parking spaces. Mrs. Kadish added that she made an inspection tour of the Garage and found no space; she went from there to the remote lots and found no space; and that the whole procedure took approximately ½ hour. She felt this is too long a time for someone to spend in quest of a parking space. Commissioner Coblentz seconded the motion.

Mr. Bagan said, "we will come back with recommendations on the rate structure."

Commissioner McDonnell, in summation stated, the two points we are concerned with are: 1) short-term parkers; 2) proper signing.



Mr. Fein stated the standard procedure which is used in the event of a full Garage. He said the entrance is physically blocked with an officer directing people to the remote lots. There is also an electric "full" sign which lights when activated. To the remark that some people have complained that the parking garage is not always full even though they have been told so, Mr. Fein replied it is extremely difficult to locate the last 50 spaces in a 3000-car facility.

Commissioner McDonnell added that when staff comes in with recommendations to solve the garage problem dollar-wise, it would be well to have the present contractors who are operating it and the general manager in attendance so they can answer questions that may be brought up.

Commissioner Kadish stated she had spoken to some businessmen who use the Garage. She said the general consensus is that if they turned in a parking fee stub for \$4 - \$7 a day, there would be no problem in collecting their reimbursement on expense accounts; however, if it went beyond that, they would be forced to go to the remote lots.

Mr. Bagan said we have taken a survey of other airports and most rates are substantially higher than ours.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0027

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 977, Expansion of Electrical Distribution System - Phase I. The work consists of providing two 12KV feeders from Airport Substation (West of Bayshore Freeway) directly to the Main Terminal Complex Stations TR and TS in the Ground Transportation Center; providing two 12KV feeders from the service point at Bay and Cedar Streets in San Bruno directly to Stations TR and TS; providing two 12KV feeders from Stations TR and TS to existing Station TA; removing several old high voltage feeders; altering Station TA; and expanding Station BA.

Mr. Bagan said this is part of our expansion program. In our bond issue and official statement, we have allotted money to expand our electrical system; two in San Bruno and two from Millbrae. There will be additional conduits through 1979. It is necessary as part of the expansion program.

Commissioner McDonnell inquired if there is anything above ground that we have not seen and was told there was not.

-more-





Commissioner Kadish stated she has been informed there are different kinds of electrical systems designed for maximum energy efficiency, even though they are more expensive, and wondered which type we are using.

Mr. David Matlock, Construction Engineer, stated that we are using the standard type which is used by PG&E, and which is considered to have a more efficient energy approach.

Commissioner Kadish then asked if anyone knew what the cost is, but the figures were not available.

Mr. Matlock said that in this case, we feel that using the higher voltage is our best compliance approach.

Commissioner McDonnell, referring to the completion schedule, asked where are we at this time. He was told this is scheduled for completion at the same time this service is needed for the North Terminal and garage.

Commissioner McDonnell wondered if there would be a problem if this was not approved at this meeting. He wanted to know if there was any leeway in time; who did the work on this; and why they did not start sooner.

Mr. Grindheim, of CMC, stated Kennedy Engineers did the work and they did not start sooner because there was no money to pay the architects.

Mr. Robert Phillips of Kennedy Engineers, explained the economic approach that his company would use. He stated they would use the most economical size wires, and added that it is similar to the service we use in our homes. When asked if any large equipment was used, he stated most of the material involved would be in the form of wires. He said it is only a matter of transferring power.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0028

Resolution approving the plans and specifications and authorizing bid call for Contract No. 1046, Reactivate Fire Pumps, Old Pan Am Base. This contract provides for the re-activation of the existing fire pumps at the Old Pan Am Base. The work is necessary to satisfy the water supply demand of the sprinklers in the Flying Tiger Hangar and Building 1000, to comply with Fire Code requirements. In addition, a surge cushion will be incorporated into the system to prevent pipe breaks due to water pressure surges during automatic pump operation.

Mr. Bagan stated the automatic feature of the sprinkler system was turned off 10 years ago. They now need additional pressure to operate the system. This contract is to provide the necessary fire safety.

In response to a question, Commissioner McDonnell was advised that we are required under lease to provide this protection.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0029

Resolution approving the final plans and specifications for Airport Contract No. 1066, Signing to Garage, South Terminal, and authorizing the Director of Airports to advertise for bids.

Mr. Bagan stated that at the present time we have a tunnel that goes from the South Terminal to the Garage. The signing has been bad and we have had complaints.

Commissioner McDonnell asked who is doing the designing and felt that the architects should review this so that it can be within conformity with the signs being designed for the North Terminal. He asked if this proposed signing in the South Terminal was designed to match that of the North Terminal.

Mr. Bagan replied there is a signing program for the North Terminal, and called upon Mr. Jason Yuen to explain the reasons for the signing at the South Terminal. Mr. Yuen, an Airport Engineer, explained that there are 500 signs at the South Terminal and we are changing only 17 of them; further that we should not have mismatched signs by having these 17 conform to the new North Terminal signs.

Commissioner McDonnell inquired if the difference is that great and was told that it is.

Commissioner Bernstein left the meeting at 2:55 p.m.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0030

Resolution approving and requesting the Controller's certification of Credit Modification No. 1 to Airport Contract No. 1000, in the total amount of \$41,159.00, for the deletion of predrilling for piles. Eliminating the predrilling enables the contractor to accelerate the construction program without sacrificing the structural capacity and tolerance of the piles.

Mr. Bagan stated this is a credit to the contractor, to eliminate the predrilling which was found to be unnecessary. He recommended approval.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0031

Resolution approving and ratifying the action of the Director of Airports in approving and requesting the Controller's certification of Debit Modification No. 2 to Airport Contract 1000, in the total amount of \$6,325.00, which incorporates Change Orders 1 through 3 compensating City for the deletion of the project sign; provide for the revision of the pump house ventilation pipes and storage tank vent supports at the fuel delivery area; and revising the conduit routing of the public address cable in the South Terminal.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0032

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, and requesting the Controller's certification of Debit Modification No. 5 to Airport Contract No. 950, in the total amount of \$2,576.00, which incorporates Change Orders 12 through 19.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0033

Resolution approving and ratifying the action of the Director of Airports in approving and requesting the Controller's certification of Debit Modification No. 10 to Airport Contract No. 650C, in the total amount of \$22,757.00, which incorporates Change Orders 38 through 45 for notching precast concrete panels at Escalators 5 and 6 and plaster enclosure for escalator truss; revise duct sizes, duct configuration and relocate to fit available space; omit ceiling fire dampers, add wall fire dampers at electrical closets, relocate mixing boxes; provide and install fire dampers in hot and cold ducts, at shaft and stair wall penetrations between columns 119 and 119.9 at C and D lines; and authorizing an extension of the contract completion time of five calendar days from May 29 to June 3, 1978.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0034

Resolution approving and requesting Controller's certification of Credit Modification No. 2 in the amount of \$36,259.95, Contract No. 774, the deletion of a portion of Bid Item No. 4, Bid Item No. 6, and Alternate B, and providing payment for cost incurred to date by the contractor for certain Bid Item No. 4 work.

Mr. Bagan stated this is a credit on our landscaping contract. He said if we put in the landscaping now we would have to take it up to put in the electrical conduits.

Commissioner McDonnell inquired what length of time will be required for the laying of the conduits, and was told 4 or 5 months, and that it is hoped to complete the landscaping by Fall. He then requested that all this calendar material be included when the matter of a new contract for this landscaping work is brought back before the Commission. He expressed the fear that the cost might be higher in a new contract.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0035

Resolution approving the final plans and specifications submitted by Host International showing the proposed remodeling of their main cocktail lounge facility in the Central Terminal. A temporary cocktail lounge facility will be operated in the lobby for the duration of the project, which is estimated to be six months.

Mr. Bagan stated this is the final approval and that the architects wanted a summation of the materials. This is for interior materials.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0036

Resolution approving the final plans and specifications submitted by United Airlines showing the proposed replacement of the steam line to Building 68, which is used for storage. The work will be done by United Airlines at its own and sole expense and without rental credit.

\* \* \*





On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0037

Resolution approving lease modification with the San Francisco Airport Improvement Corporation and Sublease Modification with Pan American World Airways for the Land Exchange and Settlement of Surrendered Parcels.

Mr. Bagan explained the need for this resolution, stating that in order to construct Rotunda A the Airport had to acquire 3.85 acres from Pan Am. In turn, we agreed through negotiation to give them 1.59 acres. He then asked Mr. Emmett Smith to explain.

Mr. Emmett Smith, Assistant Deputy Director, Business/Finance, explained that Pan Am accepted the exchange; he said functionally they are getting as much useful area as before. The term of the lease has 24 years to run. When asked what Pan Am is using the new area for, he stated they are using it for auto parking for their employees.

Commissioner Kadish asked questions regarding the taxes.

Mr. Matt Ashe, of the Real Estate Department, stated they are paying taxes in the amount of \$433.00 and added that these are the ad valorem real estate taxes. The airport pays to the County of San Mateo, we bill the tenant with their pro rata share. The one year overpayment was a result of our billing Pan Am. We then contacted the assessor and alerted him to the fact that this is being used by Pan Am.

Commissioner McDonnell inquired if the money we pay San Mateo is for the land alone and was told that it is. When inquiring what type of improvements were made on the property, Commissioner McDonnell was told they added a refueling system. He then asked if this was done at the request of the airport. He was told they put in things for their own use. Commissioner McDonnell asked if plans for other uses for that area would fit in with the master plan.

Mr. Bagan replied that there had been a proposal for an office building some time ago before the area was put to its present use and that the Commission has approval authority over any improvements that either Pan American or the U-Drive operators might wish to make in the future. All the U-Drive lots are on a 30-day permit basis.

\* \* \*

Subsequent to discussion by the staff, and due to some problems relative to the work of the soils engineer, Calendar Item No. 12 was put over for further study; to be presented at the next Commission meeting.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0038

Resolution approving the action of the Director of Airports in Settling and Compromising claims which resulted in payment under \$2,500.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0039

Resolution approving Modification No. 20 to Professional Services Agreement with San Francisco Airport Architects, to provide additional services related to revision of contract plans for Airport Contract No. 950, Boarding Areas H & I and Connector, in order to incorporate changes requested by United Airlines.

Mr. Bagan said United wants the architects to come forth with the plans and we have requested them to deposit the fee with the Airport, which they have done.

\* \* \*

Further Business Before the Commission

Mr. Bagan said the taxi situation at the airport is running smoothly; that the revenue has reached \$1,007 per day.

Commissioner McDonnell stated that later he would like a breakdown of comparison rates in the future, and was assured by Mr. Bagan that complete details would be made available to the Commission at its next meeting.

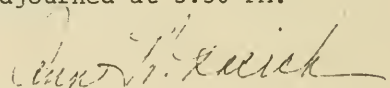
Commissioner Kadish inquired what the airport is doing to reduce the use of water.

Mr. Bagan stated a bulletin was sent out asking the airlines to cut their useage 10%. We are having the airfield safety officers do the checking. Some airlines have reduced the washing of airplanes.

Commissioner McDonnell stated he would like to see a rundown on the savings made from the start of the meter readings.

Commissioner Coblentz suggested that no planes or automobiles be washed during the emergency, and requested that a letter be sent to the airlines and auto rental companies in this regard.

There being no further business, the meeting adjourned at 3:30 PM.



Ann H. Racich  
Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

MARCH 1, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**WILLIAM E. McDONNELL**  
President

**WILLIAM H. CHESTER**  
Vice-President

**WILLIAM K. COBLENTZ**  
**MORRIS BERNSTEIN**  
**RUTH S. KADISH**

**WILLIAM J. DWYER**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**





all to Order:

2:30 PM

resent: Commissioners William E. McDonnell,  
William H. Chester, William K.  
Coblentz, Morris Bernstein and  
Ruth S. Kadish.

bsent: None

he Minutes of the Airports Commission meeting of February 15, 1977,  
ere approved and adopted as presented.

\* \* \*

n motion of Commissioner Chester, seconded by Commissioner Coblentz,  
he following resolution was adopted:

No. 77-0045

Resolution approving and ratifying  
the action of the Director of  
Airports in approving in accordance  
with Airports Commission Resolution  
No. 70-0044, Change Orders No. 774-2,  
774-3 and 774-4, and requesting  
Controller's certification of Debit  
Modification No. 3 in the amount of  
\$11,039.30. This modification pro-  
vides for revisions to the sidewalks,  
curbs, electrical system, landscaping  
scheme, irrigation system and project  
sign to conform to existing field  
conditions and to accommodate requests  
made by Airport Maintenance and  
Tenants.

ommissioner McDonnell asked when the trees would be planted and was  
divised that this would be done next week.

\* \* \*

n motion of Commissioner Coblentz, seconded by Commissioner Chester,  
he following resolution was adopted:

No. 77-0046

Resolution approving and ratifying  
the action of the Director of Airports  
in approving and requesting the Con-  
troller's certification of Debit  
Modification No. 11 to Airport Contract  
No. 650C, in the total amount of  
\$18,352.00, which incorporates Change  
Orders 46 through 49 for revising 60"  
x 4" duct risers to SSR's on the  
second level at F line to a 54" x 4";  
deleting the aquastat and control on  
three domestic water return circulat-  
ing pumps and wire pumps to run con-  
tinuously; revising location of air  
box S-70 and S-71 at future stairwell;  
change chilled water supply and return  
pipe lines from 12" to 14" and provide  
roller supports for high temperature  
heating water piping in the tunnel;  
and authorizing an extension to the  
contract completion time of 5 calendar  
days from June 3 to June 8, 1978.

. Dwyer, Director of Airports, requested ratification from the Commission  
modifications which were approved by the director.

-more-





Commissioner McDonnell suggested a date be set up for a walk-through by the Commission of the partially completed North Terminal.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0047

Resolution accepting the work under Airport Contract No. 835, Reroofing Fire Station No. 1, as satisfactorily completed; extending the completion date from December 30, 1976 to January 26, 1977; and approving final payment in the amount of \$3,761.74 in favor of the contractor, Fidelity Roof Company, 1075 - 40th Street, Oakland, CA 94608.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0048

Resolution awarding Airport Contract No. 679, Cargo Area Access Road, to Gray and Lewis, Inc., 781 Old County Road, San Carlos, CA 94070, in the total amount of \$259,158.00.

Commissioner Kadish requested a clarification of the statement, in part, "to accommodate present and future facilities."

Mr. Robert Lee, Deputy Director for Engineering/Planning, stated it meant that the area involves the present Flying Tiger Hangar. He pointed out the area on a map and stated the lease agreements for that area are being approved now, which would allow the tenants, such as Japan Airlines, to construct needed future facilities.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0049

Resolution approving the plans and specifications and authorizing bid call for Contract No. 991, Extension of Fire Main to Plot 3B.

\* \* \*



On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0050

Resolution approving the professional services agreement with Pacific Environmental Laboratory, San Francisco, for calendar year 1977, to provide laboratory chemical analysis of industrial and sanitary waste water samples.

Commissioner Coblenz stated that this agreement has been in effect on a year-to-year basis, and wondered whether it has been put out to bid.

Mr. Robert Lee stated that we have solicited quotations from three testing firms. Also, that this is not a professional services contract in the sense that the consultant furnishes design and engineering advice to the City. These are quotations for performing standard chemical tests. The amount shown in the attachment to the memorandum to the Commission showed the minimum number of tests required by the Regional Water Quality Control Board, and does not represent the actual number of tests to be made. Based on the unit cost of each test and the discount allowed on submission of additional samples, Pacific Environmental Laboratory was determined to be the lowest bidder.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0051

Resolution approving the final plans and specifications submitted by United Airlines showing the proposed construction of an eight-inch pipeline in the existing utility tunnel between Building 47 and Building 15 to increase the flow of compressed air to Building 15.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0052

Resolution accepting the work under Airport Contract No. 731, High Speed Exit Taxiway, Runway 28R and Fillets for Taxiway "E", as satisfactorily completed; extending the completion date from October 5, 1976 to October 19, 1976; approving and requesting the Controller's certification of Credit Modification No. 4 in the amount of \$43,925.95; and approving final payment in the amount of \$96,925.24 in favor of the contractor, Fisk, Firenze & McLean, Inc., 55 Shoreway, San Carlos, CA 94070.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0053

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Order No. 1044-1 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$6,400.00. This modification provides for repair work on Roads R-2 and R-3.

Mr. Dwyer stated this is a modification of existing contract, which calls for work that could not be foreseen at the time the specifications were drawn up.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0054

Resolution approving FAA Lease DOT-FA77WE-4097 and Advance Right-of-Entry for a VASI Installation on Runway 10L.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0055

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Contract No. 1015, Garage: Stage V - Final Modifications.

Mr. Dwyer said this is the final garage contract that will, upon completion and with the exception of the people mover system, be integrated with the new addition. He asked the Architects to give further explanation.

Mr. Lloyd Laity of Airport Architects, pointed out the involved areas on the map. He related all the items included in the contract and stated that the bridges and the open terrace space will be included in a subsequent contract that will be brought before the Commission at a later date.

Commissioner McDonnell asked if many parking spaces would be lost as a result of these final modifications and was told that about 250 out of 3000 spaces would be lost but would be regained to a total of 7,000 spaces at the completion of the contract in December of 1978. However, in the meantime, additional sections would be opened as completed, starting in April of 1978.

Commissioner Kadish asked what is the coordination of the closing of the 250 spaces and the completion and opening of the new garage, if this has been planned for, and the schedule for the opening. She was told that the Garage is expected to open in late 1978 will all 7000 spaces available.

-more-





Commissioner McDonnell asked where the new air conditioning would be located. He was told it would be at the basement level. He then asked how many cooling towers are going in and was told that initially there would be three to serve the North Terminal complex.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0056

Resolution accepting the work under Airport Contract No. 900, Garage: Stage III - Initial Modifications, as satisfactorily completed; approving Credit Modification No. 11 in the amount of \$36,925.16 which incorporates Change Order 900-20, and adjusts the contract amount to the actual amount earned; extending the completion date from December 17, 1976 to January 21, 1977; and approving final payment in the amount of \$422,506.70 in favor of the contractor, Homer J. Olsen, Inc., P. O. Box 993, Union City, California 94587.

\* \* \*

Further Business Before the Commission

Mr. Dwyer said there has been some discussion as to whether the contractor has lived up to the specifications concerning Core D tower. Airport Architects claim there is an efflorescence on the outside of the tower and the contractor is required to clean it up. We have directed that the contractor do so.

Mr. Glick, a representative of the Homer J. Olsen Company, the contractor in question, stated that his objection was to any further cleaning. He said the cleaning has been done and Mr. Grindheim of CMC confirmed that it had, indeed, been done.

- - - -

At the last meeting the Commission requested a report on the taxi operation at the airport. Mr. Dwyer stated that the operation is working smoothly. There are no more than the usual operation problems. Mr. Dwyer said we run about 900 cabs a day and have netted about \$1,100 on the average. This would run to about \$295,000 per year. He said this represents a small loss in revenue, but that it creates a better service to the public, which is our main concern.

Commissioner Chester asked if there was any litigation pending from San Mateo county regarding the cabs and was told there was none.

- - - -



Regarding the proposed increase in parking rates, Mr. Dwyer said he has not had the opportunity to analyze the report which he received just prior to the meeting. He said staff has projected what would happen if it goes to 6 or 8 dollars, but that he would like to further study the report, and report back to the Commission at its next meeting. The target date for an increase is July 1st.

Commissioner Coblentz requested that the reports be mailed to the Commission as soon as they have been reviewed by the Director.

Commissioner McDonnell stated if the Commission had these reports prior to the meeting, they would be better prepared to discuss the items and make a recommendation.

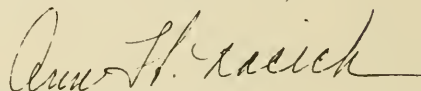
- - - -

Mr. Dwyer reported on the conservation of water at the airport and stated that the auto companies felt if they got a flat "no wash" they would not be able to compete with other companies. He said if they were permitted they would use the plan of washing one car in four or one car in 6; that they might be able to "live with it." The auto companies are also considering the use of recycled water to alleviate their problem. The airlines are cooperating and are not washing any airplanes on the airport.

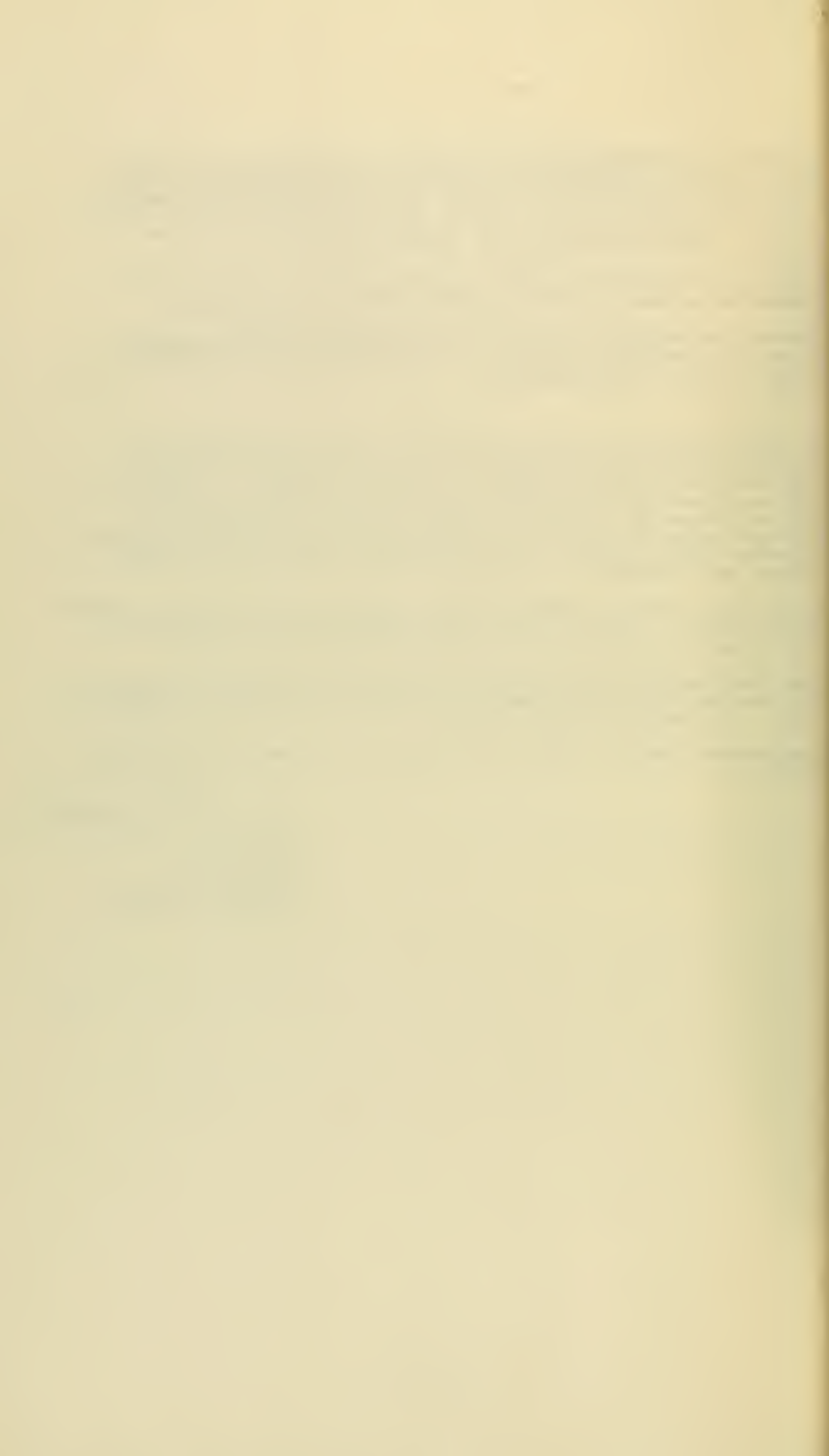
Commissioner McDonnell added that the Commissioners sat in on a meeting at LA Airport. The Los Angeles Airport Commissioners asked what we were doing to conserve water and we related our plan to them.

When Commissioner Kadish inquired if we control the amount of water the airlines use, she was told we do not; that we merely have a measure count. They send us a meter reading.

Commissioner Coblentz stated this points out the need for regional cooperation.



Ann H. Racich  
Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



DOCUMENTS

MAR 15 1977

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## **MINUTES**

MARCH 15, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**WILLIAM E. McDONNELL**

President

**WILLIAM H. CHESTER**

Vice-President

**WILLIAM K. COBLENTZ**

**MORRIS BERNSTEIN**

**RUTH S. KADISH**

**WILLIAM J. DWYER**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William H. Chester, William K.  
Coblentz, Morris Bernstein and  
Ruth S. Kadish.

Absent:

None

The Minutes of the Airports Commission meeting of March 1, 1977,  
were approved and adopted as presented.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester,  
the following resolution was adopted:

No. 77-0076

Resolution approving Airports  
Commission Conflict of Interest  
Code.

Mr. Dwyer, Director of Airports, stated that the public hearing is to present the Conflict of Interest Code, to receive public comments thereon, and to consider said comments prior to approving Code for transmittal to the Board of Supervisors for final approval. He added this is required by law. He said the Conflict of Interest Code adopted by this Commission on June 15, 1976 was not approved by the Board of Supervisors due to many changes. The changes have now been incorporated in the new Conflict of Interest Code which is presented for adoption.

Mr. Jim Lazrus, Deputy City Attorney, was then asked to explain the changes. He said all departmental codes were referred back to the various City Commissions because the State Legislature enacted new regulations which limit designations of employees who would be eliminated from disclosure. He said under the old law, the disclosure forms were filed, the Commissions retained copies and the originals were sent to the Board of Supervisors. The State Legislature changed the ruling so that now the Commissions retain the original disclosure statements for a period of seven years, after which time they are then forwarded to the Board of Supervisors.

The other ruling was that annual disclosure forms will be due in April rather than February since it will contain changes in the investments, being close to tax time. It also redefines "consultant" pursuant to the State regulations; which can also be designated "employee" under unusual circumstances. He added this change redefines the type of employees who must submit a disclosure form and said a list of the designated positions may be seen in Exhibit A.

Commissioner McDonnell added that the Commissioners would like to have a letter from the City Attorney's office each year when the disclosure forms are due, explaining the requirements, so that we are certain to be in compliance with all segments of the State law and the Charter. Mr. Lazrus agreed that this would be done.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0057

Resolution approving new parking rates for the garage and parking lots at a rate schedule intended to make available more short-term parking in the garage and provide long-term parking in the lots at rates which would be equal to rates charged by off-airport parking lots.

Mr. Dwyer said that because of the construction program at the Airport, several hundred of the garages 3000 parking spaces were out of service to permit construction and that this along with the low fees caused the garage to fill up and close frequently.

An analysis of parking durations showed that a small percentage of parkers, the so-called "long term" parkers, take up a grossly disproportionate share of garage space. The staff has in conjunction with the Garage Operators tested many alternate rates to find a combination of rates which will both dissuade "long term" parkers from using the garage and sustain revenues needed for budget balancing purposes. The maximum rates recommended and the resulting percentage increases are: Garage parking raised from \$4.00 to \$6.00, a 50% increase; Valet Service Charge raised from \$3.00 to \$4.00, a 33-1/3% increase; and Remote Parking raised from \$2.50 to \$3.00, a 20% increase.

These rates are intended for the interim period to the completion of the garage but their effect would be continuously monitored to be sure their objective of providing adequate garage space for short term parkers was being achieved.

Commissioner Kadish stated that the Commission at its last meeting adopted a resolution to have a fee schedule that would deter long-term parkers and favor short term parkers, and that it should not be mere verbiage. She said that she failed to see that there was sufficient difference in the recommended fee as compared to the existing garage fee to accomplish the goal set by the Commission. It was her opinion that because exactly the same 50¢ per hour fee accrued under both fee structures, employees and other long term parkers could park up to eight hours for \$4.00 under either maximum fee, there was no deterrent in the new maximum for this class of parker and therefore she was opposed to the fee schedule presented. She then asked Mr. Paizis to review the estimated the estimated results of alternate fee schedules which varied from a uniform 50¢ per hour fee and went to maximums of \$6.50 and \$7.00.

Mr. Dwyer quoted test results from the \$6.00 rate which estimated long term parking would occupy 44% of garage capacity as compared to 71% with the present \$4.00 rate, and that this shift in occupancy was sufficient to accommodate the short term parking demand anticipated.

Commissioner Kadish then requested information regarding existing and projected vacancy statistics under the various rates. These statistics and projections were supplied to all the Commissioners in worksheet form by Mr. Paizis.



Mr. Paizis admonished that minimum deterrant effect had been estimated for each of the progressively increased rates, but that retrogression in the number of parkers to be accommodated was evidenced in rates in excess of \$6.00 maximum and that the effect on total revenues was regressive on rates in excess of \$6.50 maximum. If the deterrant effect of a 50% raise in fees had been underestimated, then regression on both numbers of parkers and revenues might well commence at the \$6.00 rate, therefore Commission should be cautious.

Mr. Dwyer asked for details on an accelerated \$6.00 rate. Mr. Paizis referred to the worksheets previously supplied, which indicated that compared to the uniform \$6.00 rate, the accelerated rate was moderately regressive as to numbers of parkers, that is, it would deter more parkers, but at the same time would produce slightly more revenue.

Commissioner McDonnell questioned page 2 of the worksheets and background material, and called for an explanation of the accelerated rates.

Mr. Paizis stated the accelerated rates would be uniformly augmented at 50¢ per hour up to 3, 4 or 5 hours after which they would accrue \$1.00 per hour to the selected maximum of \$6.00 or \$7.00 for 8 or more hours, or \$6.50 for 7 or more hours as desired.

Commissioner McDonnell asked how the accelerated rates would affect us operationally and financially, whereupon Mr. Paizis read the comparative results from the worksheets and pointed out calculations of a reserve factor for short term parkers that was estimated to be adequate at any rate between \$6.00 and \$7.00 but excessive at rates over \$7.00.

Commissioner Kadish offered a motion incorporating the accelerated \$6.50 rate, on the basis that the breaking point (acceleration) occurs at the end of 3 hours and is fiscally responsible.

Commissioner Coblentz seconded the motion for purposes of discussion.

Mr. Dwyer recommended that the Commission reconsider and substitute the accelerated \$6.00 rate for the accelerated \$6.50 rate.

Commissioner Coblentz observed that only LaGuardia parking fees are higher. Commissioner Kadish recited that Atlanta had a \$10.00 maximum parking fee which was not included in our survey.

Commissioner Kadish expressed reservations that the proposed fees were high enough to get the employees out of the Garage.

Mr. Dwyer opined that employees working an 8-hour shift could not get out of the garage in less than 8 hours which meant under the accelerated \$6.00 fee schedule they would be paying the maximum \$6.00 fee, a 50% increase they would not be able to afford.

Commissioner Kadish offered to amend her motion to substitute the accelerated \$6.00 fee in place of the accelerated \$6.50 fee provided the Commission could receive a report from the staff every month, the first one to be accompanied by a survey which would attempt to identify the people who continue using the garage for long term parking.



There was some discussion whether this kind of inquiry was feasible and Mr. Paizis stated a survey of the type relying on written questionnaires would be fruitless for lack of sufficient return of completed questionnaires, but suggested that some type of tally might be accumulated by cashiers on oral responses if short questions could be devised which would require only a yes or no answer. At this point it was only conjecture, and it was the general consensus that the matter should be studied and reported back to the Commission.

Commissioner McDonnell asked Mr. Leonoudakis whether changing the rate from \$4.00 to \$6.00 would cause Airport Parking Management any problems. Mr. Leonoudakis stated it would not.

Commissioner McDonnell requested staff to confer with Airport Parking Management regarding a recommendation on the form of survey.

Motion as amended by Commissioner Kadish using the accelerated \$6.00 fee was passed unanimously.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0058

Resolution approving the schematic Art Enrichment Program for the North Terminal Complex.

Mr. Dwyer stated in compliance with the Charter requirements, staff has set aside funds and a committee of consultants have been selected to review and study locations for the works of art. They are now ready to make a presentation showing where they recommend these works be placed. He then called on Mr. Douglas Alair of Walter Lander Associates for the presentation. A suggestion was made that perhaps both the Airport and Art Commissions should get together on this; staff stated this is their intention.

Commissioner McDonnell related a few of his feelings regarding the art works, stating he would like to see pieces that would not show the effects of age, and that placement should be out of reach of vandals.

Mr. Bob Lee, Deputy Director, Planning/Construction, stated the locations were carefully selected based on the design of the building. He added seventeen locations have been approved. These were shown on slides by representative from Walter Lander.

Commissioner Coblenz stated he has no objection to the locations, but he questions the types of art work selected. He would not want to "rope in" the Commission at this time on the type of any particular piece.

Mr. Dwyer suggested that we strike out the words, "type of art work".

Commissioner McDonnell stated we should have some flexibility.

Commissioner Kadish stated she is concerned with the amount of funds allocated and the administrative costs. She felt that some of the funds should be non-allocated until after the facility is completed because a building looks different when it is completely occupied than it does when it is empty. She recommended that 20% of the money be non-allocated. Mr. Benvenuto of the Art Commission disagreed and felt it should be kept to \$100,000.00.







Commissioner McDonnell stated he would like to have a report from the staff as to where we are and what specific furniture has been set aside and what date it will come back to the Commission. He would like a report that shows the furniture and timetable for ordering it.

Commissioner Kadish stated she feels it should be clearly stated that no money will be expended without first checking with the Commission.

Mr. Dwyer stated he is also concerned about the furniture and related that he did not want a repetition of what happened when Rotunda A was opened and the furniture was not available.

Commissioner McDonnell asked if there had been any meetings with the purchaser and was told that Landor has spoken with the Purchaser on the telephone only.

Commissioners McDonnell and Kadish asked that they confer with Purchaser personally and report on the furniture status at the next meeting.

Commissioner Coblenz asked for clarification of what administrative costs were under consideration. He added he recommends the art be approved by the Art Commission, and wants to be sure there is a fair distribution of the actual costs.

Commissioner Kadish stated the art selection should be made within a period of 4 months. Mr. Benvenuto of the Art Commission stated more time would be needed; about 8 months. She then questioned whether there have been any public hearings on this.

Commissioner McDonnell then called for comments from the public. Mr. John Williams commented and said the Commission should not pass up a vital opportunity to allow other artists to have input in the program.

Commissioner McDonnell stated he felt a public hearing would be best held by the Arts Commission.

Commissioner Kadish stated she would like to see some children's art displayed.

Mr. Benvenuto stated he believes they should consult with the local artists. When asked by Commissioner McDonnell if he felt the Art Commission would favor a public hearing, Mr. Benvenuto stated he would bring up the matter to his Commission at their next meeting.

Ms. Ruth Asawa stated her feelings about works of art and said she is in favor of using some children's art in the airport. She added the Art Commission is considering portable screens for the use of displaying children's art. She recommended the use of a permanent wall by a practicing artist working with young people.

Commissioner Coblenz reiterated his recommended change in the resolution to read: "that this Commission approves schematic locations with priorities proposed for the North Terminal Complex."

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0059

Resolution approving preliminary design submittal and authorizing Airport Architects and Walter Landor Associates to proceed with the preparation of contract documents for Road Graphics.

Mr. Dwyer stated this is a request for approval of the preliminary plan. He said staff has reviewed these. Landor Associates pointed out graphics showing how they are coordinated, and added that the only signs that would have to be illuminated would be the major overhead ones.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0060

Resolution approving the plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 925, North Terminal Aprons and Reconstruction of Taxiways "S" and "SS".

Mr. Dwyer stated this is part of the Airport Development Aid Program (ADAP 8) for which the FAA will reimburse the City approximately 75% of the total cost of the eligible items under the grant agreement. The Environmental Impact Statement covering this project and the grant application for federal aid are now in the final stage of processing and approval. It is anticipated that all administrative procedures for obtaining reimbursable federal funds will be completed prior to the award of this contract to the successful low bidder. He added he has been in contract with Washington on this but so far there has been no final approval of the EIS; it is in the Secretary's office awaiting signature.

Ms. Sylvia Gregory of Friends of the Earth, said she would like to remind the Commission of the injunction, restraining the airport from making certain improvements since, according to her, we are not in compliance with the EIS requirements.

Commissioner McDonnell asked the City Attorney to comment.

Mr. George Baglin, Utilities General Counsel, stated the Federal government certainly would not violate any injunction. He asked Mr. Kroopnick of the City Attorney's staff to explain further. Mr. Kroopnick stated the mandate of Judge Schnacke is to the effect that "unless such statement is accompanied by a draft EIS..." This draft was accomplished in September 1976 and is about to be approved shortly. At that time the airport was considering a grant agreement that in no way affects the City. The decision to go ahead was also questioned by Susam Smith of San Francisco Tomorrow, who said she believed the Airports Commission vote was illegal, and that maybe work should be stopped again. Kathleen Van Velsor of the Airport Impact Reduction Force said her group and other organizations would "study the Commission decision before taking any legal action."

-more-



Commissioner Coblentz stated we are not in contradiction of the judge's injunction.

Mr. Kroopnick stated once the statement is approved, we are free to go ahead.

Commissioner Coblentz added we have gone into certain aspects of the EIS. Mr. Dwyer stated that our staff has worked with the Airport Architects regarding this matter and that even if the EIS is not approved and ADAP funding is not involved, we have the funds to proceed with the work.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0061	Resolution awarding Airport Contract No. 812, Reconstruction and Overlay of Runway 10R-28L, to McGuire and Hester, 796 - 66th Avenue, Oakland, CA 94621, in the total amount of \$2,272,069.
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\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0062	Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Order No. 774-5, and requesting Controller's certification of Debit Modification No. 4 in the amount of \$1,310.20. This modification provides for revisions to sidewalks, curbs, and irrigation system to conform to existing field conditions and to improve the traffic flow.
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\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0063	Resolution for the acceptance of Amendment No. 1 to the ADAP Project No. 8-06-0221-01 Grant Agreement and authorizing the Director of Airports acting on behalf of the Airports Commission, to accept and execute said amendment.
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\* \* \*





On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0064

Resolution approving the final plans and specifications submitted by United Airlines, showing proposed modifications to the plating shop in Building 84 at the Maintenance Operations Center. The work consists of expanding the plating shop in order to handle the increasing volume of aircraft parts, and modifying the existing shop to incorporate a more efficient waste treatment process.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0065

Resolution approving the final plans and specifications submitted by United Airlines showing the fixed portions of the passenger loading bridges which United Airlines proposes to construct at the various gate positions in the North Terminal and Boarding Areas H & I.

Mr. Dwyer called attention to the model of the bridges which was set up on a table.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0066

Resolution approving the final plans and specifications submitted by United Airlines showing the installation of their proposed outbound baggage handling system in the North Terminal. This work consists of the electrical work for the project, installation of all equipment and completion of the entire system.

Mr. Dwyer said the trackwork and catwalks for the system were previously approved by the Airports Commission on October 5, 1976.

\* \* \*

On motion of Commissioner Bernstein, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0067

Resolution approving sublease - Airborne Freight Corporation, Sublessor, and L. B. Foster Co., Sublessee.

Commissioner Kadish said she is concerned that this space might be needed for airport-related business.

Mr. Dwyer stated the space reverts back to the airport in 1980.

\* \* \*





On motion of Commissioner Bernstein, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0068

Resolution approving the final plans and specifications submitted by Airborne Freight Corporation, showing proposed space improvements at the upper level of their building at Plot 10A. The work consists of partitioning and finishing an area of approximately 1,800 square feet to create office space for sublease to the L. B. Foster Company.

Mr. Dwyer said the work will be done by Airborne Freight at its own and sole expense and without rental credit at an estimated cost of \$37,000.

\* \* \*

On motion of Commissioner Bernstein, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0069

Resolution approving modification of lease with Philippine Airlines to substitute space on Pier G.

Mr. Dwyer said this resolution would approve execution of a lease modification with Philippine Airlines in order to relocate the airline's operations from its former Pier G location in Room 17-22 to its new location across the hall in Room 14-22.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0070

Resolution approving FAA Lease DOT-FA77WE-4096 and Advance Right-of-Entry for an REIL Installation on Runway 1R.

Mr. Dwyer explained this resolution will approve terms and conditions of the subject lease and right of entry covering two small parcels of vacant land on either side of the Runway 1R right threshold for installation of flight safety equipment called Runway End Identification Lights (REIL Runway 1R).

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0071

Resolution approving Modification No. 1, Professional Services Agreement, Tracor Sciences and Systems.

Commissioner Kadish stated there is no provision for malpractice coverage in this agreement and said there should be some statements included which hold airport nonliable for any judgments against Tracor. Under the general principles of law, if Tracor violates its contract, it would be liable. She wanted to know if this was written in the agreement and was told that it is.

\* \* \*



On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0072

Resolution approving Professional Services Agreement, Touche Ross and Company.

Mr. Dwyer stated it is desired to employ Touche Ross and Company, Certified Public Accountants, under a professional services agreement to audit various concessions, leases and contracts at the Airport for a fee not to exceed \$25,000. A total of 15 firms are to be examined.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0073

Resolution approving the final plans and specifications for Airport Contract No. 910, Emergency Exits for International Rotunda and authorizing the Director of Airports to advertise for bids.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0074

Resolution requesting the Mayor to recommend to the Board of Supervisors a supplemental appropriation in the total amount of \$59,097.00 to cover the increased cost of property taxes for the fiscal year 1976-77.

\* \* \*

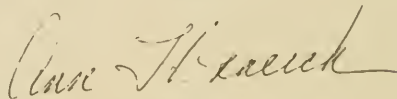
On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0075

Resolution approving a Supplemental Budget for the fiscal year 1977-78 in the total amount of \$43,899.00 to cover cost of Unemployment Insurance Coverage and equipment.

\* \* \*

There being no further business before the Commission, the meeting adjourned at 4:25 PM.



Ann H. Racich  
Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



DOCUMENTS

FRANCISCO

## **MINUTES**

APRIL 5, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**WILLIAM E. McDONNELL**  
President

**WILLIAM H. CHESTER**  
Vice-President

**WILLIAM K. COBLENTZ**  
**MORRIS BERNSTEIN**  
**RUTH S. KADISH**

**WILLIAM J. DWYER**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**





Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William H. Chester, Morris  
Bernstein and Ruth S. Kadish.

Absent:

Commissioner William K. Coblentz.

The Minutes of the Airports Commission meeting of March 15, 1977, were approved and adopted, subject to the following corrections:

Pg. 77-36- A representative of Walter Landor Associates, Mr. Douglas Adair, made the presentation; not Walter Landor.

Pg. 77-37- A correction in the spelling of a name: Mr. Benvenuto, not Buenaventura as shown in the Minutes.

\* \* \*

Relative to Agenda Item No. 1, Mr. Dwyer, Director of Airports, stated the 1977 Modernization and Replacement Phase of the Airport Expansion Program was being presented for review before transmittal to the Mayor's office and to the two committees which would review it; this was due by April 1. However, the Mayor has extended the submission date, which will allow the Commission to properly advertise it before a public hearing. It is for this reason that this item will be taken off calendar.

Commissioner Kadish expressed her concern that in the event the next calendar is a large one there would be insufficient time to discuss the matter properly. She suggested that if this be the case, this item should be further delayed or that a special meeting be called to deal with other proposed calendar items.

Mr. Dwyer stated, we do not know what will be on the calendar in two weeks, but assured her that any items that are not mandatory will be kept as brief as possible.

Ms. Susan Smith, a member of San Francisco Tomorrow, wished to know when and where this information could be obtained. She was told that the notice advertising the public hearing will state the subject and that copies of the proposed program will be available in the Commission Secretary's Office.

Mr. Bernard Titlebaum of the Mayor's office expressed his appreciation to the Commission for their prompt attention to the matter.

The item was then taken off calendar and will be brought back for public hearing at the April 19th Airports Commission meeting.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0077

Resolution awarding Airport Contract No. 991, Extension of Fire Main to Plot 3B, to McGuire and Hester, 796 - 66th Avenue, Oakland, CA 94621, in the total amount of \$84,460.00.

Mr. Dwyer stated that eight bids were received on this contract, that the Commission has been briefed on the work involved, and that he recommends award of the contract to the low bidder.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0078

Resolution awarding Contract No. 1046, Reactivate Fire Pumps, Old Pan Am Base, to McCrary Construction Company, P. O. Box 4120, Foster City, CA 94404, in the total amount of \$12,250.

Mr. Dwyer said this contract was authorized for bid call under Commission Resolution No. 77-0028 on February 15, 1977.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0079

Resolution awarding Contract No. 1066, Signing to Garage, South Terminal, to PANAD Associates, Suite 305, Mills Square Tower, 100 South Ellsworth Avenue, San Mateo, CA 94401, in the total amount of \$5,963.00.

Commissioner Kadish questioned the large difference in the amounts of the two bids and wondered if there would be a problem with the low bidder. She was advised that no problems were anticipated with the low bidder, as it is a reputable firm.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0080

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Order No. 859-1 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$1,900.78.

\* \* \*



On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0081

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Orders Nos. 1037-1, 1037-2 and 1037-3 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$3,098.75.

\* \* \*

Since the following modifications were all related to Airport Contract No. 950, they were considered concurrently and adopted subsequent to a motion by Commissioner Chester and a second by Commissioner Kadish:

No. 77-0082

Resolution approving and requesting the Controller's certification of Debit Modification No. 6 to Airport Contract 950 in the total amount of \$10,091.00, which incorporates Bulletin No. 38 providing for UAL Revision No. 3, adding a parallel feeder to Panel 83HP-1, and revising the breaker and feeder size to Panel 83HP-1.

Mr. Dwyer said that airport policy dictates that any changes requested by an airline will be done at the sole expense of that airline.

No. 77-0083

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution 70-0044, and requesting the Controller's certification of Debit Modification No. 7 to Airport Contract 950, in the total amount of \$4,902.90, which incorporates Change Orders 20 through 22, which in general involve compensation to the City for additional costs incurred to redesign footings and/or pile caps; furnishing and installation of piping on double unistrut type supports at 3rd level, Concourse I; relocation of mechanical piping expansion loops in Connector; and adding Pemco #216AV door shoes to exterior in-swinging doors.

Mr. Dwyer said this modification involves some work that was not provided for at the time the contract was let.

-more-



No. 77-0084

Resolution approving and requesting the Controller's certification of Debit Modification No. 8 to Airport Contract 950, in the total amount of \$52,429.00, which incorporates Bulletin No. 30R2, which provides for making necessary changes to mechanical piping in Hub and Concourse I ground level. These changes will result in a total extension of contract time of 45 calendar days on account of delay awaiting re-designed mechanical piping system. All work in this modification was not provided for in the original contract documents and is required to accommodate or conform with actual field conditions at the job site.

Mr. Dwyer said this modification was the result of some errors in design work.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0085

Resolution approving and ratifying the action of the Director of Airports in approving and requesting the Controller's certification of Debit Modification No. 13 to Airport Contract No. 650C, in the total amount of \$6,066.00, which incorporates Change Orders 52 through 57, for revising fire protection system at elevator and stair shaft area; install collector gutter system on underside of upper loop road structure; delete SFIA water meters connecting directly to risers; revising location of fire hose risers; delete stair No. 7, apron paving and foundation work at boarding gate; construction of fire escape exit route from existing pier B, and authorizing an extension to the contract completion time of five calendar days from June 8 to June 13, 1978.

Susan Smith asked what is meant by "risers". This was explained to her by Mr. Robert Lee, Deputy Director for Planning and Construction.

\* \* \*





On motion of Commissioner Chester, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0086

Resolution approving the revision to Special Provision 1, DESCRIPTION OF WORK, paragraph 7, CONFLICT OF INTEREST, Contract 650C, and Special Provision 4c, CONFLICT OF INTEREST, Contract 950, to permit the general contractor and his subcontractors to accept and perform work for airline tenants or concessionaires in the North Terminal Building and Boarding Areas H & I and Connector, subject to certain provisions.

Mr. Dwyer explained that one contractor is doing the work under both contracts. It was originally directed that a contractor could not perform the work on two different contracts for the same construction job. United Airlines has requested that we consider amending this, since it would mean an earlier completion date. There was some feeling that the contractor might become confused, but staff was assured that both contracts would be kept separate. He added that if there was any question of priorities, the staff could take over.

Commissioner Kadish wondered if this would set some kind of precedent and was told it would not, that staff would review each contract on its own merit.

Commissioner McDonnell called for an explanation of why this was done.

Mr. Dwyer said staff was put in an embarrassing position regarding contract work on Rotunda A where the same firm of architects were working for both the airport and tenants; we were concerned about potential law suits, etc. He added, this one is different in that it is on the construction end, and that in this case, it seems justifiable to have the contractors doing all work.

Commissioner Kadish wanted the minutes to show that Commission approval of this item would not set a precedent for approving items of this nature in the future.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0087

Resolution approving modification providing for rate increase under contract terms for adjustment from labor wage increases, approving prior modifications and further recommending accepting of Modification No. 4 by Purchaser of Supplies to Shuttle Bus Service Agreement.

Mr. Dwyer stated this is a Purchaser's contract. Included in that contract agreement are escalation clauses which state that when the Union receives a raise in rates, the contract cost is modified.

-more-



Commissioner Kadish asked what is the term of the agreement and was told it runs to 1980. When she asked what this contract was costing, she was informed that it was approximately \$35,000.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0088

Resolution approving Modification No. 2 to the Professional Services Agreement with Royston, Hanamoto, Beck & Abey, to provide contract construction services for landscaping of the entrance roadways, and extending the time of completion to June 30, 1977, in order to provide required services through the end of the construction and plant establishment periods.

Mr. Dwyer said this is a request to extend the agreement for the landscaping since the actual bidding on this contract was delayed for a number of reasons.

Commissioner McDonnell asked how we are doing on the reclamation of the water. Mr. Dwyer said all the necessary connections are made and we will soon be using reclaimed water for all the landscaping at the airport.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0089

Resolution confirming Commission's intent to participate jointly with the Cities of South San Francisco, San Bruno, Millbrae and Burlingame in the dechlorination and solids management projects as directed by the Regional Water Quality Control Board, subject to a revised 5-party Joint Powers Agreement on the Joint-Use Deep Water Outfall.

Mr. Dwyer said at the present time we have a joint powers agreement with South San Francisco and San Bruno on the deep water outfall. They wish to extend the service to include the dechlorination program and to include the cities of Millbrae and Burlingame in the project.

Mrs. Kadish asked if the Airport was the only contributor to the dechlorination program and was told the five users each paid their share. The others contributed part in accordance with their use of the water. This was determined by comparing what it would cost each individual user to build its own dechlorination plant.

Bob Lee was asked what we could do if the Federal money is not appropriated in time to meet the deadline. He said we are paying the cost for maintenance and operation by pro-rating the cost among the five users, and that we will meet the deadline. He further added that the projects have already been approved by the State.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0090

Resolution accepting the work of Robert Horonjeff, Airport Consultant, as satisfactorily completed, approving and requesting Controller's certification of credit modification in the amount of \$14,120.00.

Mr. Dwyer said this is to close out the contract of Professor Horonjeff who died.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0091

Resolution approving a three-year lease of Hangar C-01 and Paved area Adjacent to the Flying Tiger Line, Inc.

Mr. Dwyer stated at the present time they have leased the hangar on a month-to-month basis. Flying Tiger will need existing building for the transition period. Rate is set by the Director of Property.

Commissioner Kadish asked the following questions:

What set of plans exist on cargo facilities; how far along are the plans; what is to become of the old maintenance buildings; who will do the construction on the cargo facilities and what is contemplated for the air cargo not coordinated with plans for the above; and is this being done piecemeal or is there a master plan? She requested that a full report be forthcoming as soon as possible.

Mr. Dwyer stated we will have it ready for the meeting after next (meaning the meeting of May 3rd.).

Ms. Smith thanked Commissioner Kadish for bringing up these questions and asked what is included in this rental payment that is not now included. She said she has not seen the plans and wondered if it could be brought up at the next meeting.

Mr. Dwyer said before any construction work is done the EIR must be done. If there are any additional funds necessary, it must be brought before the Commission for approval.

Commissioner Kadish disagreed that this matter should be dealt with at the next meeting as she felt that the focus on the Modernization and Replacement phase of the expansion program should not be diluted by bringing up other matters.

Ms. Smith said the EIR is intended to guide decision-makers.

\* \* \*





On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0092

Resolution approving the final plans and specifications submitted by United Airlines, showing the construction of an underground air start system on the North Terminal apron, and installation of underground pipeline and electrical conduits for the ramp vehicle fueling facility. The work will be done by United Airlines at its own and sole expense and without rental credit.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolutions were concurrently adopted:

No. 77-0093

Resolution approving the replacement of the existing steam supply pipeline and condensate return line serving Building 49 at the Maintenance Operations Center. The project consists of constructing new lines from the existing steam main on the roof of Building 10 to the fan room on the roof of Building 49. The work will be done by United Airlines at their own and sole expense and without rental credit.

No. 77-0094

Resolution approving the final plans and specifications submitted by United Airlines showing proposed modifications and major repair and maintenance work to be performed on the turbine engine Test Cell No. 4 at the Maintenance Operations Center.

No. 77-0095

Resolution approving the final plans and specifications submitted by United Airlines, showing construction of a water re-use system at their turbine engine overhaul shop at the Maintenance Operations Center.

Commissioner McDonnell inquired if Mr. Kaiser of United Airlines had any comments to make on the tenant work. Mr. Kaiser said this test cell was added after many years of using the first test cell. He said, we will modernize the old test cell, bringing it up to the standards of the new one so that it will have the same degree of efficiency as the new one.

Susan Smith wanted to know what would be the noise impact of two cells in use at the same time. Mr. Kaiser said they do not operate at the same time, and that the noise generated by one operating cell could not be heard more than a few feet away.

Someone else asked why this was called Test Cell No. 4 and was told that the others, 2 and 3, were a different type or a derivative of a test cell. This would actually be the second test cell.

\* \* \*



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\* \* \*



On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0096

Resolution approving the final plans and specifications submitted by National Car Rental, showing the proposed installation of a water reclamation system to enable the wash and rinse water from the car wash to be recycled in order to reduce overall consumption of fresh water.

Mr. Dwyer said car rentals have been washing only very dirty cars. Since they are installing this system, they will be using recycled water. Other car rentals will be doing the same in the near future.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0097

Resolution approving the final plans and specifications submitted by American Airlines, showing the proposed remodeling of their ticket counter and redecoration of the ticket counter backwall in the South Terminal lobby. The work will be done by American Airlines at its own and sole expense and without rental credit.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0098

Resolution approving the settlement of the litigated claim of Albert Elkington against the San Francisco International Airport by payment of \$6,250.00 and requesting the Controller to allot funds and draw a warrant against such funds as are or will be legally available in payment of said claim.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0099

Resolution approving the settlement of the litigated claim of Minoo Javan against the San Francisco International Airport by payment of \$35,000 and requesting Controller to allot funds and draw a warrant against such funds as are or will be legally available in payment of said claim.

Mr. George Baglin, Utilities General Counsel, stated this claim involves aggravated assault by a janitor employed at the airport.

\* \* \*



On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0100

Resolution requesting the Mayor to recommend to the Board of Supervisors a supplemental appropriation in the total amount of \$35,000 to cover settlement cost of the litigated damage claim of Minoo Javan against the San Francisco International Airport.

Mr. Dwyer stated at the time the budget was adopted we were allowed \$50,000 for payment of claims. Payment of this claim would deplete our allotment, so it is necessary to have a supplemental appropriation to cover the amount.

\* \* \*

Further Business Before the Commission

Mr. Dwyer reported that since the new rates went into effect, it has not been necessary to close the garage for even one day. However, it is too early to determine whether this will be a continuing trend.

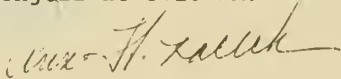
Commissioner Kadish raised the question as to what happened to the survey on the garage and the discussion with the garage managers.

Mr. Paizis stated we could not get the results in the time we had hoped. We will survey the garage every two hours. We will await these results before going further with other types of surveys.

When asked by Commissioner Kadish about the latest report on the status of furniture for the North Terminal, Mr. Dwyer said he was not satisfied with the report from his staff so he sent it back for restudy. Commissioner McDonnell requested that Mr. Landor of Walter Landor Associates be present at the next public meeting for a full and complete discussion of the furniture situation.

Commissioner McDonnell asked that the meeting be adjourned in memory of Professor Horonjeff. He said that Professor Horonjeff had been of great help to the airport for 25 years, and was an outstanding man and fine gentleman.

The meeting adjourned in memory of Professor Horonjeff at 3:10 PM..

  
Ann H. Racich  
Secretary  
Airports Commission





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# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

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APRIL 19, 1977

GEORGE R. MOSCONE, MAYOR

## COMMISSIONERS

WILLIAM E. McDONNELL  
President

WILLIAM H. CHESTER  
Vice-President

WILLIAM K. COBLENTZ  
MORRIS BERNSTEIN  
RUTH S. KADISH

WILLIAM J. DWYER  
Director of Airports

San Francisco International Airport  
San Francisco, California 94128



Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William K. Coblentz, Morris Bernstein,  
Ruth S. Kadish.

Absent:

Commissioner William H. Chester.

The Minutes of the Airports Commission meeting of April 5, 1977, were approved and adopted as presented.

\* \* \*

Prior to commencing the proceedings of the Airports Commission meeting of April 19th, Commissioner McDonnell made a statement concerning the Public Hearing on the Modernization and Replacement Phase of the Airport Expansion Program. He stated that the Commission had designated today as the day to hear the Modernization and Replacement Phase. It was due to be heard on April 5th but was put off calendar for two weeks until today. He added that a review has been made of the many requests for a further extension of time by various groups and agencies. Specific dates had been set for sending the report to the Board of Supervisors and the Mayor's Office, but the Mayor's office has indicated that they would accept a further delay. It is the feeling of this Commission that according to the correspondence received, many people feel they have not had the opportunity to obtain sufficient backup material. For this reason the public hearing will be put off until May 3rd, the next Airports Commission meeting date. He added further that all the material will be available from Mr. Dwyer's Office, and that it is incumbent upon anyone wishing this material to obtain it from Mr. Dwyer's office. He expressed regrets to people who traveled long distances to attend this meeting.

Commissioner McDonnell stated further that this plan was brought before the Commission by the staff in 1972; it was reviewed and modified in 1975 and that the modification being brought to the Commission now is for the purpose of cutting down the cost of the program from \$245 million to \$170 million. He reminded the audience that this is the same plan which was reviewed in 1975, and revised only to cut down that amount of expenditure; there is no expansion involved, only modernization and replacement of some buildings that should be replaced due to their obsolescence and that there will be three fewer gates than are existing today. He called for questions.

A member of the audience, Mr. Slick, wondered if President Carter's energy message had a bearing on the postponement of this hearing.

Commissioner Coblentz said it had nothing to do with the postponement; that it has been put over for a few weeks; and by that time the President's message will have had its impact.

Commissioner Kadish added, we should realize that the primary reason for a hearing is the provision of information to all interested persons and organizations. The information to be provided will allay the fears of many. We are being responsive to people who are concerned about the airport.

Commissioner Coblentz suggested that the next Commission meeting commence at 1:30 PM, at which time the regular agenda items will be heard, and that the public hearing on the Modernization and Replacement Phase begin at 2:30 PM.

The public hearing was put over for two weeks, and Commissioner Coblentz's suggestion was adopted.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0101

Resolution adopting Airport Regulation 11.4.6(Q), to provide for identification of vehicles authorized to operate on the premises and roadways of San Francisco International Airport.

Mr. William Dwyer, Director of Airports, explained that historically, the automobiles that operate solely on the airport are exempt from State legislation. The Highway patrol thought that they should be registered. The court rules that if the vehicles are registered, they could then be exempt, since airport roads are not public roads.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0102

Resolution approving and requesting the Controller's certification of Debit Modification No. 3 to Airport Contract No. 1000, in the total debit amount of \$156,137.00, for the modification of primary conduits between Main Power Station and Main Power Vault in accordance with Bulletin 16A, as amended; and approves and grants amended revisions SP3b(1) (d) and (f) extending the time of completion for the Central Plant electrical ductbank system and first phase construction completion schedule by 30 calendar days, each with no change in the contract completion time.

Mr. Dwyer asked Mr. Robert Lee to explain: Mr. Lee, Deputy Director, Planning and Construction, said only a part of this modification is the result of incomplete plans. The majority is to accommodate primary conduits which we are bringing in from a separate contract. We did not know the complete design of the cables we were bringing in from Bayshore.

Commissioner McDonnell asked the name of the contractor and was told, Bounaccorsi & Associates.

Commissioner Kadish asked if sufficient funds were being held to deal with these claims.

Mr. Lee answered that in terms of payments, they are always two months behind; but in regard to this particular claim, he advised that sufficient funds are withheld.

Mrs. Kadish then asked if Engineering kept a file of the claims made against these consultants and was told that they do.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0103

Resolution approving and requesting the Controller's certification of Debit Modification No. 14 to Airport Contract No. 650C, Completion of North Terminal Building, authorizing payment to the contractor in the total amount of \$25,812.00, which incorporates Clarification 75 for revising ductwork sizes and location at certain locations on the second level, and authorizing an extension to the contract completion time of five calendar days from June 13 to June 18, 1978.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0104

Resolution requesting the Mayor to recommend to the Board of Supervisors the adoption of a resolution authorizing the Airports Commission to submit ADAP Project Application No. 8 to the Federal Aviation Administration for a grant of Federal funds and to accept such a grant offer.

Mr. Dwyer said this has been waiting for a long time. The application was dependent upon approval of the EIR. He said he received a phone call from Washington yesterday stating they had approved the EIS, and it covers all bases in accordance with the law. He added that the application covers parking apron for North Terminal and Extension and Reconstruction of Taxiways S and SS; and extension of Taxiways A and B to Runways 10R and 10L, that the estimated total cost of projects is approximately \$14,280,400, while the total portion of costs eligible for Federal funding is \$10,710,300.

When Commissioner McDonnell inquired how far along on the project we are, Mr. Dwyer stated the bids for the construction of the North Terminal apron will be opened on April 28, 1977.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Coblenz, the following resolution was adopted:

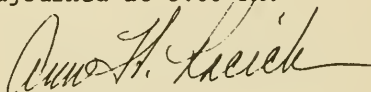
No. 77-0105

Resolution approving Modification No. 5 for the furnishing and installing of two (2) reclaimed water systems completely connected to the newly constructed irrigation system along the Airport entrance roads. The object of this work is to conserve the potable water supply and reduce consumption for the duration of the current drought and water shortage.

Mr. Dwyer said we had waited a long time for the landscaping, which is one-half completed, but now we're confronted with a water shortage. Discussions were had with staff, and a system was devised whereby we can use reclaimed water. A modification in the contract in the amount of \$28,000 is necessary to accomplish this. A sign will be installed notifying the public that reclaimed water is being used.

\* \* \*

There being no further business, the meeting adjourned at 3:00 PM.



Ann H. Racich  
Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

MAY 3, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**WILLIAM E. McDONNELL**

President

**WILLIAM H. CHESTER**

Vice-President

**WILLIAM K. COBLENTZ**

**MORRIS BERNSTEIN**

**RUTH S. KADISH**

**WILLIAM J. DWYER**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



Call to Order:

1:30 PM

Present:

Commissioners William E. McDonnell,  
William H. Chester, Morris Bernstein,  
William K. Coblentz, Ruth S. Kadish.

Absent:

None

The Minutes of the Airports Commission meeting of April 19, 1977, were approved and adopted as presented.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0106

Resolution awarding Contract No. 977,  
Expansion of Electrical Distribution  
System - Phase I, Alternate D, to  
Homer J. Olsen, Inc., P. O. Box 993,  
Union City, CA 94587, in the total  
amount of \$3,897,000.00.

Mr. William Dwyer, Director of Airports, explained why the first low bidder was not accepted. He said the first low bidder was eliminated because of some irregularities in the bid proposal and noncompliance with the Human Rights Commission's Affirmative Action Program requirements. One of the other bidders filed a protest stating that the Homer Olsen Company did not comply with the human rights requirements either. Staff has checked with the Human Rights Commission and found that they are in compliance.

Commissioner Kadish asked what were the irregularities. She was told that the bidders were required to write out the bid price in words as well as in numerals; this was not done.

Commissioner McDonnell asked if a bidder could be disqualified due to noncompliance with the Human Rights clause alone.

Utilities General Counsel George Baglin stated that they could be, because the Human Rights clause is part of the bid papers and if any part of that bid statement is not adhered to, it disqualifies the bidder.

Commissioner Coblentz stated he was not aware that Olsen did electrical work. He was informed that they are the main contractor, but hire a subcontractor for the electrical work.

Commissioner Kadish asked what is the reaction of staff regarding the liability of rejection of all bids and the possibility of a re-bid.

Mr. Dwyer stated ten bids were received; it was fairly advertised, and Olsen is a reputable contractor. We would need an adequate reason for a re-bid.

When Commissioner Coblentz inquired about the time sequence of a re-bid, he was told three to four weeks.

\* \* \*





On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0107

Resolution accepting the work performed under Controller's No. 50268, Professional Services for Wastewater Analysis at San Francisco International Airport, as satisfactorily completed and approving final payment in the amount of \$17,201.60 to Pacific Environmental Laboratory.

Mr. Dwyer stated this is an annual contract; the completion of last year's contract.

Commissioner Kadish asked when we will have the results of the wastewater analysis. She was told we receive them when we send in the samples, which is done on a monthly basis.

\* \* \*

Since Items 3 through 7 are related, on motion of Commissioner Coblenz, seconded by Commissioner Bernstein, the following resolutions were adopted:

No. 77-0108

Resolution accepting the work under Airport Contract No. 859, Improvements to Water Service, Central Terminal, as satisfactorily completed and approving final payment in the amount of \$19,276.78, in favor of the contractor, E. H. Morrill Company, 999 Anthony Street, Berkeley, CA 94710.

No. 77-0109

Resolution accepting the work under Airport Contract No. 951, Installation of Alarm Panel, Communication Center, as satisfactorily completed; approving and requesting the Controller's certification of Debit Modification No. 1 in the amount of \$240.00; extending the completion date from January 26, 1977 to February 7, 1977; and approving final payment in the amount of \$4,669.80 in favor of the contractor, ARC Electric Company, 1330 Marsten Road, Burlingame, CA 94010.

No. 77-0110

Resolution accepting the work under Airport Contract No. 792, Overlay Terminal Apron, Piers D and E, as satisfactorily completed; approving and requesting the Controller's certification of Credit Modification No. 1 in the amount of \$8,644.35; extending the completion date from March 23, 1977 to March 31, 1977; and approving final payment in the amount of \$14,798.77 in favor of the contractor, O. C. Jones & Sons, 1520 Fourth Street, Berkeley, California 94710.



No. 77-0111

Resolution accepting the work under Airport Contract No. 939, Replacement of Passenger Elevators, Central Terminal, as satisfactorily completed; approving and requesting the controller's certification of Debit Modification No. 1 in the amount of \$354.30; extending the completion date from December 26, 1976 to January 6, 1977; and approving final payment in the amount of \$15,497.31 in favor of the contractor, Westinghouse Elevator Company, 648 Harrison Street, San Francisco, CA 94107.

No. 77-0112

Resolution accepting the work under Airport Contract No. 908, Installation of Traffic Signals, as satisfactorily completed; approving and requesting the Controller's certification of Debit Modification No. 2 in the amount of \$1,177.99; extending the completion date from January 10, 1977 to April 18, 1977; and approving final payment in the amount of \$11,852.95 in favor of the contractor, The Lowrie Paving Company, Inc., 1321 Lowrie Avenue, So. San Francisco, California 94080.

\* \* \*

Motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0113

Approval of Airports Commission Resolution accepting the work performed by the consultant for professional engineering and architectural services for the initial stage of an expansion program at San Francisco International Airport and authorizing final payment in the amount of \$2,210.83.

Mr. Dwyer stated this is a close-out of one of our old accounts. The reason it was not closed out sooner is that they did work over and above the stipulated work and there was no means of reimbursing them.

\* \* \*

Motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0114

Resolution ratifying the action of the Director of Airports, acting in accordance with Airports Resolution No. 70-0044, to make various assignments to the San Francisco Airport Architects under the "Additional Services" section of their basic agreement with the City and specifically as listed in attached Exhibit "A".

Mr. Dwyer stated this item requires Commission ratification of the action of the Director.

\* \* \*



on motion of Commissioner Bernstein, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0115

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Orders No. 938-1, 938-2 and 938-3 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$1,108.09.

Mr. Dwyer said this modification provides for revisions to the suspended ceiling, gypsum board and metal stud walls, existing ceramic tile wainscots supply diffusers and plumbing system to conform to existing field conditions.

\* \* \*

on motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0116

Resolution approving and ratifying the action of the Director of Airports in approving and requesting the Controller's certification of Debit Modification No. 15 to Airport Contract No. 650C, in the total amount of \$7,573.00, which incorporates Change Orders 59 through 62, for relocating 4" sprinkler riser along-side Stair No. 4; revising door frame 136 and changing door 167 to hollow metal; revising Substations TG and TJ; increasing upper loop roadway sidewalk width by 12", and authorizing an extension to the contract completion time of five calendar days from June 18 to June 23, 1978.

\* \* \*

on motion of Commissioner Bernstein, seconded by Commissioner Coblenz, the following resolution was adopted:

No. 77-0117

Resolution approving and requesting the Controller's certification of Debit Modification No. 16 to Airport Contract No. 650C, Completion of North Terminal Building, authorizing payment to the contractor in the total amount of \$23,286.00, which incorporates Bulletin 61 for changing temperature controls from open wiring Class II to an EMT conduit Class I installation in compliance with code requirements.

Commissioner Kadish inquired about the records being kept.

Mr. Laity of Airport Architects referred to the charts which had been placed on the walls for the Commission's information. The Airport engineers said there might be an omission in the initial part of the design. Mr. Laity stated the Architects do not agree and they want to go on record as stating same.

-more-





r. Robert Lee, Deputy Director, Planning/Construction, stated that this was deleted from the original documents, and that Airport Architects were told to put it back in. Mr. Laity contested this, and said they had received no such notice.

Commissioner Kadish stated that undoubtedly this is a matter than can be substantiated by correspondence.

r. Laity stated it was not shown in his records.

\* \* \*

A motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0118

Resolution approving and requesting the Controller's certification of Debit Modification No. 10 to Airport Contract 950, in the total amount of \$65,471.00, which incorporates Bulletin No. 48, providing for UAL Revision No. 5, making revision to ground level slabs in Concourse I and Connector for UAL air start system.

r. Dwyer explained that the reason there are so many modifications to be heard today is that these were held over from two weeks ago.

When Commissioner McDonnell asked for the name of the consultants working with the Airport Architects he was told Bounaccorsi & Associates.

\* \* \*

A motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0119

Resolution approving and requesting the Controller's certification of Debit Modification No. 11 to Airport Contract 950, authorizing payment to the contractor in the total amount of \$30,368.00, which incorporates Bulletin No. 43 for changing temperature controls from open wiring Class II to an EMT conduit Class I installation in compliance with Code requirements.

\* \* \*

A motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0120

Resolution approving the final plans and specifications submitted by Braniff International, showing the proposed redecoration of their ticket counter backwall in the South Terminal and the refurbishment of the departure lounge and the jet loader at their gate on Pier G.

r. Dwyer said the work will be done by Braniff at their own and sole expense and without rental credit.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0121

Resolution approving the substitution of A & B Painting, Inc., San Jose, California, a minority subcontractor, as the painting subcontractor in lieu of John H. Watt Painting, Inc., San Jose, California, listed in the general contractor's original bid proposal for Airport Contract 1000, Garage: Stage IV, Superstructure Addition.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0122

Resolution approving and ratifying the action of the Director of Airports in approving and requesting the Controller's certification of Debit Modification No. 5 to Airport Contract 1000, in the total amount of \$26,649.00, which incorporates Change Orders 4 through 12 to provide for the changing of the 3/4 inch square handrail bars to 1 inch diameter handrail rods; to change the 11' cobble paving slab width to 17'; to add two 2" conduits in the ductbank between the fuel storage area and the existing pullbox located west of the east underpass; to change the color and finish of the insulated metal panels at elevator lobbies; to provide space and conduit installation for City to locate radio equipment antennae; to revise the installation of the FAA ductbank; and to provide for the removal of a 15 KV cable in the vicinity of the entrance roads to the Airport and to install a City-furnished cable with new splices.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0123

Resolution approving Modification of FAA Lease FA75WE-3331, Terminating the Use of Several Fifth Floor Rooms in the Central Terminal Building.

Commissioner Kadish inquired as to the present use of these rooms. She was informed that these rooms will be used for offices of the Accounting Division; also that there is a possibility that FAA will be coming back with a request for some of the space.

\* \* \*



On motion of Commissioner Chester, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0124

Resolution approving the action of the Director of Airports in settling and compromising claims which resulted in payment under \$2,500.00.

Mr. Dwyer said this is for payment of small claims.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblenz, the following resolution was adopted:

No. 77-0125

Resolution giving consent to Southern Pacific Pipelines, Inc. to self-insure.

Mr. Dwyer stated this is in accordance with the lease agreement approved by Public Utilities Resolution 70-0536 dated August 25, 1970.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0126

Resolution approving extension of lease with Butler Aviation.

Mr. Dwyer stated the lease calls for review every 10 years. He said there is an increase in land rental from \$2,750 to \$6,100 per acre per year.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblenz, the following resolution was adopted:

No. 77-0127

Resolution authorizing lease modification with Western Airlines for surrender of 0.26 of an acre.

Mr. Dwyer stated during the construction of the highway, a small parcel of land was taken from Western Airlines. This will result in a rental credit in the amount of \$1,448.00 for rental overpayments.

\* \* \*

This portion of the meeting adjourned at 1:55 PM. The meeting will reconvene at 2:30 PM for the Public Hearing on the Modernization and Replacement Phase of the Airport Expansion Program.

\* \* \*



# SAN FRANCISCO AIRPORTS COMMISSION



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## MINUTES

PUBLIC HEARING ON THE  
MODERNIZATION AND REPLACEMENT PHASE  
OF THE  
EXPANSION PROGRAM  
2:30 PM

MAY 3, 1977  
GEORGE R. MOSCONE, MAYOR

## COMMISSIONERS

WILLIAM E. McDONNELL  
President

WILLIAM H. CHESTER  
Vice-President

WILLIAM K. COBLENTZ  
MORRIS BERNSTEIN  
RUTH S. KADISH

WILLIAM J. DWYER  
Director of Airports

San Francisco International Airport  
San Francisco, California 94128





May 3, 1977

Minutes of  
Public Hearing on the  
Modernization and Replacement Phase of the Expansion Program

President McDonnell called the meeting to order after a short recess. Commissioners McDonnell, Chester, Coblentz, Bernstein and Kadish were present.

President McDonnell spoke briefly on the history of the building program at the Airport, saying it was well known to everyone present. The plan was designed in 1969, changed in 1972, and the building of the North Terminal and the Garage are now in progress. The balance of the program, being presented at this meeting, was the Modernization and Replacement Phase of the Expansion Program.

Commissioner McDonnell asked those wishing to speak to sign cards, and speakers would be called in order, alternating those in favor and those opposed to the program.

Mr. Dwyer, Director of the Airport, introduced Mr. Bernard Teitelbaum, representative from the Mayor's office.

Mr. Teitelbaum read a letter from Mayor Moscone, in which it was requested that the program be modified in order to allow a smaller revenue bond issued. In the letter, the Mayor stated his agreement that certain work unrelated to the North Terminal and Garage must be funded, for instance the wastewater plant and customs facility, replacement of terminal "b", and some piers which require extraordinary maintenance, as well as the apron construction. The letter from Mayor Moscone is on file with the Secretary of the Commission.

Mr. Dwyer then spoke briefly, emphasizing that there are no new projects in the package presented, all are modernization and replacement projects, and have already been the subject of many public hearings, both on the state and federal levels, and were in accordance with the approved environmental impact reports.

This program is a scaled-down version of the previously approved program, inasmuch as the total square footage is 700,000 square feet less than the program listed in the approved EIR, and 300,000 square feet less than in the 1973 update. The program costs approximately \$75.6 million less than the previously approved program.

Mr. Lloyd Laity, representing the San Francisco Airport Architects, spoke on the presentation. Mr. Laity indicated the elements of the program which are already under construction, and emphasized the projects being presented were exclusive of any expansion work. The work is timely due to the projected move of United Airlines from the present facilities to the North Terminal sometime in mid-1978.

Mr. Laity presented some 17 slides, indicating the decay of the present structures and pointing out mandatory repairs. Working from charts, Mr. Laity emphasized the goal has been to save money and conserve energy. This program met those objectives, as well as assuring comfort, convenience, security, safety, and adherence to general codes. The necessity for the Industrial Waste Treatment Plant was pointed out, as well as the desperately overcrowded conditions in the federal Customs area, and other necessary rebuilding and repairs. Mr. Laity's written presentation is on file with the Secretary of the Airports Commission.

Commissioner Coblentz spoke of the letter from Mayor Moscone, saying he was attempting to reconcile the Mayor's requests to the presented program, and asked if the work was expansion or improvement. Mr. Dwyer said Customs and the Industrial Waste Treatment Plant were definite improvements, and again emphasized there were no expansion projects anywhere in the presentation.

Commissioner Kadish referred to a May 3, 1977 letter from the Board of Supervisors, and read briefly from the attached Board resolution which had been passed in May 1976. Mrs. Kadish asked if the program as presented fit in with that resolution, and Mr. Dwyer assured her the staff believed it did conform.

Commissioner McDonnell made the statement that none of the work at the Airport is financed with tax money; all is accomplished by revenues from the airlines and tenants of the Airport, and has no effect on the City's tax rate. Under this proposed program, the Airport would still be able to return \$2 million annually to the City's general fund, which is the agreed-upon return on the original investment of tax monies made by the City prior to 1957.



Commissioner Kadish read from the statement regarding the findings of the original Airport Planning Committee on several aspects of the program. She asked the City Attorney if, in light of the approved EIS, the Airports Commission would be legal in proceeding with the projects being proposed. George Baglin, Utilities General Counsel, stated that the program as proposed would be legal.

Commissioner Chester asked if this Modernization and Replacement Phase had been approved by the Airlines Policy Committee, and Mr. Dwyer replied it had been.

Commissioner McDonnell called for comments from the audience.

Carol Ruth Silver, as coordinator of the testimony of community groups opposed to the staff proposal, said she had an alternate plan to present. Ms. Silver coordinated the activities of a representative from the County of San Bruno, San Francisco Tomorrow, Sierra Club, Airport Impact Reduction Force, Hillsborough Home Owners Association, and the San Mateo County Medical Society, all of which questioned whether the "expansion" should continue.

Ms. Silver stated the San Francisco Airport staff and management had achieved total isolation, and were talking of 31 million passengers in spite of the Board of Supervisors limiting passenger growth to 24 million passengers. She said the Department of Transportation and all federal agencies had indicated there should be expansion of the Oakland and San Jose airports and regional coordination achieved, all of which San Francisco Airport had totally ignored. Ms. Silver further stated the Metropolitan Transportation Commission (MTC) would give approval for federal funds only if San Francisco was limited to 24 million passengers. Also, she stated that the Acting Assistant Director for Environmental, Safety and Consumer Affairs, U. S. Department of Transportation, had indicated that San Francisco would lose \$10 million a year of federal reimbursements if the passenger figure exceeded 24 million. The Board of Supervisors letter and resolution and the memorandum from the Department of Transportation are on file with the Secretary of the Commission.

Mr. Dwyer denied this statement, saying that in his many discussion with federal officials, this statement regarding loss of federal reimbursements had never been made.

Ms. Silver continued that San Francisco Airport is the sixth largest in the world passenger volume, and even O'Hare is not any larger. She said San Francisco was not Chicago, and she hoped it would never be Chicago.

Mr. A. J. Kaiser, of United Airlines and representing the San Francisco Airlines Policy Committee, spoke on behalf of the program, stating the airlines serving the City are in favor of the program. He explained how the airlines' committee had worked with Airport staff, the consultants and some commissioners personally, in the development of the plan. Mr. Kaiser's remarks are on file with the Secretary of the Commission.

Mr. Gerald Levine, President of San Francisco Tomorrow, spoke against the Modernization and Replacement Phase of the program. Mr. Levine's statement is on file with the Secretary of the Commission.

In response to Mr. Levine's remark about indebtedness, Commissioner Coblentz assured him the City and County will incur none of the indebtedness, that the Airport issues the bonds and is wholly responsible for them. Mr. Levine argued further on the grounds of expanded energy usage. He further suggested that the Airport be put on a "pay as you go" basis, with a permanent staff, out of revenues without a bond issue.

Commissioner Coblentz asked Mr. Levine if he would approve of the Industrial Waste Treatment Plant, and Mr. Levine said few people could object to that, or to Customs.

Commissioner McDonnell pointed out that \$5 million has been spent to provide for BART, and there is nothing further the Airport can do in regard to mass transit at this point.

Commissioner Bernstein said "pay as you go" was difficult, and that since the Airport is limited in its ability to apply charges to the airlines, bonding is the only logical approach to financing. Commissioner McDonnell stated that in accordance with the Charter, in order to begin any project, it was necessary to have the money in hand.

Mr. Levine said that if what is being done is maintenance, which probably should have been done years ago, it could be done on a "pay as you go" basis.

Commissioner Coblentz asked Mr. Levine if he could support the program suggested by Mayor Moscone, which adds up to \$60-70 million. Mr. Levine replied it was better than \$170 million, and he could only answer that question in a few days, after looking at the proposed program.





Commissioner Kadish told Mr. Levine he appeared to be working under the assumption that the Commissioners would automatically adopt any staff recommendation without looking at priorities and degrees of importance. Mr. Levine replied he believed the Commission was willing to listen, and would apply priorities.

Mr. David Knetzer, speaking against the program, read into the record a letter from Dr. Oscar W. Hills, President of the San Mateo County Medical Society. The letter is on file with the Secretary of the Airports Commission.

Commissioner CobeIntz commented on the reference to the disposal of wastes which would be taken care of by the Industrial Waste Treatment Plant. Commissioner McDonnell told Mr. Knetzer that he was speaking to the EIS which had just been approved by the federal government, not to the Airport.

Mr. D. E. McMorran, of Pan American World Airways, spoke on behalf of the program, saying he was in full support of the statement previously made by Mr. Kaiser. He stated the Airport should move ahead without delay, and stressed the interest of all the international carriers in an improved Customs area. Mr. McMorran said they proceeded in 1969 with a substantial investment in the International Rotunda when a commitment was made that these proposed improvements would follow. The modernization, he said, was absolutely essential to adequately process the international traffic, and to brighten the entire image of San Francisco as an international arrival point.

Mr. Ken McEldowney, representing Community Action Project, spoke against the Modernization and Replacement Phase, insisting that it was expansion due to the 31 million passenger forecast, referring to the Supervisors' 24 million cut-off figure. He spoke at length on energy use, saying that if no insulation was used in the rebuilding heat would dissipate and no air conditioning would be necessary. Mr. McEldowney said also the use of two and a half times the amount of energy use was expansion.

Commissioner Kadish commented on Mr. McEldowney's remarks about air conditioning.

Mrs. Kadish felt that the primary purpose of the Commissioners was to serve the comfort of the passengers using the Airport and if the ambient temperature and purity of the air was a contribution to the comfort of the passengers, then it was their duty to provide this. Since it was unnecessary to compensate tremendously for great differences in temperature, with a proper air conditioning and purification system, it could be possible to set the thermostat at 65 degrees and leave it there all year with little use of energy. However, the Commissioners would ensure consultants would be available to provide the best technical advice to provide comfort to the passengers.

Mr. McEldowney asked about the people mover, which would use energy, and suggested golf carts or wheel chairs could be used at less expense.

Commissioner McDonnell told him this was impractical and dangerous, to have moving vehicles through crowds of people walking in the terminals.

Mr. Barry Nathan, San Mateo County Planning Department and Airport Land Use Commission staff member, spoke against the program. Mr. Nathan's remarks are on file with the Secretary of the Commission, as well as a copy of the letter from Mr. Donald A. Woolfe, Planning Director, San Mateo County, dated April 29, 1977.

Mr. Dwyer spoke to Mr. Nathan, telling him this was not a new program, it is a revision, an updating of an existing approved program. Mr. Dwyer said the San Mateo Planning Commission had seen it, all comments noted and included in the EIR. Mr. Dwyer further said the Airport Land Use Committee (ALUC) does not apply to the terminal areas, only to the land areas on Airport property. Mr. Dwyer said the Airport was in compliance with all rules and regulations. He also expressed his thought that San Mateo County wanted to get the Airport in the position where it would be necessary to go to the County for approval on every item, and this should not be allowed.

Commissioner McDonnell stated that much of what had been said was misleading and incorrect. The function of the ALUC was to oversee land use. There was no jurisdiction of the ALUC regarding modernization of the terminals or other facilities in the terminal areas.

Mr. Nathan replied this was correct. The San Mateo County Planning Department had looked at many documents, but all had been environmental review documents. They had never had an opportunity to see the Modernization Plan.

Commissioner McDonnell replied the Commissioners had not had this opportunity either, as the buildings had not been designed as yet. However, the approved Expansion Program had been sent to San Mateo County, where it had been reviewed several years ago. This was that same plan, cut down from \$245 million to \$170 million, with no major changes except to cut back square footage.





Mr. Nathan thought it was a state requirement that the Land Use Committee make the decision. The Commissioners did not agree with this statement.

Mr. Roy Wilson, San Mateo Central Labor Council, AFL-CIO, spoke favorably of the Modernization and Replacement Phase. Mr. Wilson's remarks are on file with the Secretary of the Commission.

Mr. Marc Kasky, Director of the San Francisco Ecology Center, spoke against the program, quoting from the memorandum signed by Martin Convisser, Acting Assistant Secretary for Environment, Safety, and Consumer Affairs, U. S. Department of Transportation. Mr. Kasky's remarks and the memorandum are on file with the Secretary of the Commission.

Commissioner Kadish asked staff if the Airport was currently in compliance with the 25% mass transit usage by passengers. Mr. Dwyer said 25% were using mass transit, and the Airport is in compliance with State Noise requirements, and there is absolutely no danger of losing the federal grants.

Mr. Kasky said there was no guarantee these conditions will be met over the 24 million passenger mark, and Mr. Dwyer replied this was an on-going program and concern of the Airport.

Commissioner Coblenz remarked that no one had been ignored in the environmental impact report, and a suit was brought in which all courts had reaffirmed the position of the Airport, including the California State Supreme Court.

Mr. Lloyd Pflueger, representing the Downtown Association of San Francisco, spoke enthusiastically of the program, with full endorsement.

Bill Huston, Assistant City Administrator, City of Millbrae, deferred to William Kelly, Director of Planning and Building, City of San Bruno, and Coordinator of the North San Mateo County Noise Abatement Task Force. Mr. Kelly read a letter he had written to Commissioner McDonnell, which is on file with the Secretary of the Airports Commission.

Commissioner McDonnell asked Mr. Kelly what he was referring to in his letter as "expansion", and Mr. Kelly said he was talking about the expansion of the runways and terminals. Commissioner McDonnell again said there was no expansion involved, only repairing and remodeling.

Mr. Kelly spoke of his concern about environmental impacts. Commissioner McDonnell told Mr. Kelly that San Mateo County had been urged by the Airport to start a bus system since over half the people come from south of the Airport. Commissioner Coblenz suggested that, since the Airport paid the substantial amount of \$16 million in tax revenues to San Mateo County, a small amount of that money could be used for mass transit to and from the Airport. However, if the County wished the Airport to go into the transit business, return the money for that use, and the Airports Commission would take on the task of providing mass transit.

Commissioner Kadish stated she looked forward to the cooperation of the Peninsula cities which received these great revenues, and to their putting their best efforts toward a transit system which would work for the Airport and ameliorate the problems of transportation, instead of placing the entire burden on the Airport.

Ms. Anita Marviglia relinquished her time to Ogden White who read a letter from the Hillsborough Home Owners Association, stating its opposition to the Modernization and Replacement Phase of the Airport Expansion Program. The letter stated the residents are impacted by the noise at the airport and that the residents would like to protect the quality of life of their community.

Mr. Henry Bostwick of the San Mateo County Development Association, related their support of the implementation of the Modernization and Replacement Phase of the Airport Expansion Program. He said it provides for greater improvement to the communities and added that the two main improvements are: (1) industrial waste treatment plant and (2) improved accommodations of international passengers. He said the present market demands that every improvement be considered, and that without the Airport there would be no industrial parks in San Mateo County. He added the proposed projects will bring both safety and convenience to the county.

Ms. Claudia Hanson of Burlingame read a letter from Mr. William Grant, Chairman of the Airport Task Force of the Sierra Club. The letter expressed opposition to the bond measure to be placed on the ballot. It said it was a violation of the Department of Transportation bill. They felt that this could be delayed for several years with only minor inconvenience to the Airport. She admonished the Commission to think about the communities which border the airport. She added that if this expansion is going on before EIS is approved, it would jeopardize its chances for approval.



Commissioner Kadish reminded her that the EIS approval has already been received.

Mr. Gregg Hurst, San Francisco Chamber of Commerce, spoke in support of the program. He said the airport is keyed to the economic activities of in and around the airport as a whole, and will enable those business activities to continue and grow. He said we should think about jobs for people in general. He had heard it said, "let the people go to other cities to use their airports". He said it is our responsibility to look out for tourists. There is some concern about the comments from the Mayor's office, that you have reduced the cost by compressing the timetable. The will reduce inflationary costs. If the mayor says stretch is out again, that will increase the costs. He stressed that this is an improvement and not an expansion of the facility. Everyone has been made aware of this.

Commissioner Kadish added she is gratified that the participatory process allows someone new to be heard.

Mr. Harvey Milk stated he is concerned about the semantics of the whole situation. He pointed out that we had looked at a "slide show". He said that photographs can be "fixed", and can be misleading. He questions the inconvenience to passengers. He felt we could space out the landing and takeoffs to allow them to operate in the early morning hours. He was reminded by the Commission that operation during these hours would interfere with the sleeping of the residents of nearby communities, and that this would create even greater problems for the airport.

In response to the attack by Mr. Milk, Commissioner Coblentz assured him that the Commission did not have an edifice complex.

Commissioner Kadish challenged Mr. Milk to go into the areas with her to see first hand what is actually happening and to see the conditions of some of the existing facilities. He said he would accept her offer provided she would take him there during office hours.

Ms. Susan Smith asked if any more bonds are being proposed.

Mr. Charles Gregg, retired manager of Pan Am, answered stating that would depend on whether the individual airlines would require a certain type of modernization and expansion of their facilities. She then asked when was the Airports Improvement Corporation funded and was told in 1963. She then asked him who is on the board of directors and who would use it. Mr. Gregg then gave her the names of the board members and said the corporation has no paid employees. When asked if there was any obligation on the part of the City and County of San Francisco, Mr. Gregg said there was none. He said the bonds issued by this corporation are used to finance certain structures by the lease airlines.

Ms. Debra Petrie: Some questions were posed as to whether the EIS was actually approved; why it needs 30 days for clearance. She was told that the 30 days is a waiting period at which time it becomes approved.

Ms. Anita Maraviglia of the Airport Impact Reduction Force, stated she is aware of the pollution at the airport. She asked if the Bay Area Pollution Board had taken samplings and if this problem has been studied.

Commissioner McDonnell stated that this had been studied by our firm. Ms. Maraviglia stated she felt the airport is an air pollution trap.

Ms. Kathleen Van Velsor said she wished to give the public a view of what the airport does to people. She wanted to know if this plan was provided to the public by the airport staff. She was told it had. She felt the name on the front cover of the program report was misleading; she then asked if this facility when it is completed anticipates handling 31 million passengers.

Mr. Dwyer stated she had a misconception of what the plans are. Ms. Van Velsor stated she believes the airport is overbuilding if we cannot show the need. She felt a clarification should be made as to the portion of the study part of the land use program which is covered under this plan; whether the plans encompass the boundary land or whether they cover only the terminals and the underdeveloped land on the airport. She was informed by Commissioner McDonnell that the Land Use Committee is not involved in this program, as it affects only existing structures and not land use.

Ms. Van Velsor stated that one of the obligations is to gather opinion as to the appropriate level of service. There is a problem because that is what is called "putting the cart before the horse". One has only to tour the neighborhoods to understand the problems of San Mateo County in relation to the Airport. She stated that we are asking for understanding of our problem. She then read a letter from Congressman Ryan who expressed his opposition to the program and was advised that the Commission disagrees with the Congressman's letter.





Sylvia Gregory brought up an item on page three of the report. She said there is a statement that might lead to a question of the 30 days review. She read, "Airport has developed .....". She said if this is what they were led to believe, and the CEQ was apprised of the fact that this is not exactly true because the land use plan is just now being developed. She felt that this is something that should be thoroughly understood. She said we feel this is just another example of the long history of problems where the San Mateo County and San Francisco Board of Supervisors are not looking at things in the same light.

Commissioner Kadish said she believes we are looking at process problems.

Ann Racich, Commission Secretary, then read some communications from organized Labor in support of the Modernization and Replacement Phase program.

There was a motion by Commissioner Coblentz, seconded by Commissioner Chester to approve in principle the Modernization and Replacement Phases of the Airport Expansion Program.

Commissioner McDonnell interjected that we are moving only on this particular part of the program.

Commissioner Kadish stated that her understanding is that the action of this Commission in relation to this resolution is that it is an acceptance or denial of the airport design and layout plan. One of the things she had been concerned about is what she deemed an unfair economic advantage given to one airport tenant, which she felt had been favored over the others; she said this Commission should not be involved in favoritism. She added if by modernizing the facilities we equalize the economic advantages, we play a rather key role in promoting peace and harmony among the tenants in the airport. She felt it is incumbent upon the City to have a modern, upgraded facility which reflects the tastes of the City. She added that we should not, by this motion, avoid the concern of the people of San Mateo County. She then asked that there be an amendment to this motion which would reflect a commitment on the part of the Commission for noise abatement, air quality control and transit development. She said she would like to make it explicit.

Commissioner Coblentz then made a motion to that effect, including the amendment and that the resolution should reflect the same. The resolution as amended was then adopted, with all Commissioners voting "aye." Commissioner Coblentz added the vote of Commissioner Bernstein, who before having to leave the meeting, had asked him to relate his affirmative vote.

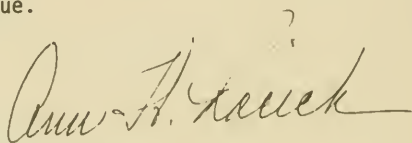
After a five-minutes recess, President McDonnell again called the meeting to order. Commissioners McDonnell, Chester, Coblentz and Kadish were present.

Mr. Dwyer said the resolution as presented had no figures for the amount of the bond issue, nor interest. After the discussion proceeding this action, Mr. Dwyer's recommendation was that the amount of the revenue bond issue should be \$90 million, and the resolution be sent to the Board of Supervisors to place on the November ballot. This amount would cover the first and second phases of the program, and for the time being only delay progress on the third phase.

Mr. Dwyer said bond counsel had assured him that the maximum amount of interest would be 9%, although they did not expect it would be that high.

Mr. Charles Gregg asked if the first phase of the program would include the connector for international use, and Mr. Dwyer assured him it did.

There were four ayes in favor of the \$90 million bond issue.



Ann H. Racich  
Secretary  
Airports Commission



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# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

MAY 17, 1977

DOCUMENTS

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GEORGE R. MOSCONE, MAYOR

## COMMISSIONERS

WILLIAM E. McDONNELL  
President

WILLIAM H. CHESTER  
Vice-President

WILLIAM K. COBLENTZ  
MORRIS BERNSTEIN  
RUTH S. KADISH

WILLIAM J. DWYER  
Director of Airports

San Francisco International Airport  
San Francisco, California 94128





Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William H. Chester, William K.  
Coblentz, Morris Bernstein and  
Ruth S. Kadish.

Absent:

None

The Minutes of the Airports Commission meeting of May 3, 1977, were approved and adopted as presented.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Chester, the following resolutions were adopted:

No. 77-0130

Resolution complying with the time schedule set by Regional Water Quality Control Board Order No. 77-34 "Order Requiring the City and County of San Francisco, San Francisco International Airport to Cease and Desist Discharging Wastes from the Industrial Waste and Storm-water Drainage System into San Francisco Bay Contrary to Requirements Prescribed by the California Regional Water Quality Control Board."

No. 77-0131

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 937, Industrial Waste Collection System - Phase I.

It was suggested by Commissioner Coblentz that the Commission hear and act upon the above resolutions concurrently since they both relate to the same topic.

Mr. William Dwyer, Director of Airports, stated that subsequent to a recent meeting of the Regional Water Quality Control Board, a cease and desist order was issued, and a time schedule was set for certain action by the Airports Commission. The order prescribed that the following actions be taken in compliance with same:

1. Approve final plans and specifications and authorize bid call for Contract No. 937, Industrial Waste Collection System, Phase I.
2. Select the bio-filter treatment process for incorporation into the final design of the Industrial Waste Treatment Plant.
3. Authorize Consoer Townsend & Associates to begin final design of the Industrial Waste Treatment Plant effective June 1, 1977 pending modification of contract to their existing agreement.
4. Confirm commitment of City to finance the construction of the Industrial Waste Treatment Plant by the issuance of Airport revenue bonds subject to the passage of such bonds at the November 1977 election.

-more-



He then asked Mr. Robert Lee, Deputy Director, Planning/Construction, to give a brief history of the problem and the time schedule in which the staff planned to meet.

Mr. Lee pointed out, on charts, the comparative cost of handling airport waste under two plans recommended by airport staff and consultants, and Scheme A and Scheme B recommended by the airlines. He gave the reasons for his recommendation.

Commissioner McDonnell inquired about relative costs and asked for the airlines' view. This was expressed by Mr. Al Kaiser, Chairman of the Airlines Policy Committee, and Property Manager of United Airlines.

The difference between the airlines and the airport staff was the relative effectiveness of the two schemes and which would be better in complying with the Cease and Desist order.

Mr. Lee read a passage from a 1975 report of the Airline Technical Committee, which supports his present recommendation. Commissioner McDonnell was told that use of the oxidation pond was not part of Scheme A.

Mr. Kaiser, United Airlines, stated we do not know why. At the present time the fluid goes into an open ditch. It flows into the oxidation pond. There is the possibility for the heavy metal to settle out during the process.

Dr. Usio, representing Consoer Townsend, disagreed. He said if the material did settle in the ditch, later on some clean material will "come down the drain" and bring the heavy metal with it. He said that a collection system which collects all the waste and brings it to a treatment system for processing is the best solution. When asked if Consoer Townsend could guarantee the system would work, the response was that since the firm has no control over what is discharged into the plant, they could make no guarantee.

Commissioner Kadish asked about the concern expressed by the airlines. She wondered if a more expensive system, including heavy metals processing in the initial construction might be cheaper in the longterm. She was told it would be more expensive.

When Mr. Lee was questioned about individual airline problems he said the airport is divided into four separate areas and we are usually able to pinpoint which airline is in violation.

When asked about other types of wastes, Mr. Lee said there is copper and lead, but a very small amount.

----

The estimated cost of financing of the Industrial Waste Collection System was set at \$6 million. Mr. Dwyer said there is \$3 million for the waste collection system which has been approved in the 1977-78 budget, available July 1st. The second \$3 million is included in the \$90 million revenue bond issue recently requested, which will take care of the treatment plant. However, he cautioned, unless the bond issue is approved, the airport would have to resort to other sources for funds.

Mr. Donald Dalke, representing the State Quality Control Board, addressed the Commission on the Cease and Desist order. He explained the reasons for it and stated that failure to comply would result in the State Board going to the Attorney General who would take legal action. Possible fines have been known to go up to \$10,000 a day.

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Commissioner McDonnell then asked Mr. Lee to further clarify the capabilities of Scheme A and provisions for accidental spills. Mr. Lee repeated his view of Scheme A as preferable, and having certain safeguards which Scheme B does not have.

Commissioner Chester asked Counsel to review the legal aspects.

Mr. George Baglin, Utilities General Counsel, assured him the only thing that would concern the City Attorney's office was would the selected system produce the proper results.

Commissioner Coblentz spoke of the necessity to have a procedure for taking care of accidental spills. Although an oxidation tank is adequate to take care of spills, what would happen if a tank is accidentally opened. He was told Scheme A has a provision for accidental spills that is not shown in the diagram. In case something toxic comes down the line, the system will recycle it to a valve which will transmit it to a separate container, which is to be added to the system. There is a monitor station about 1000 feet up the line that will give an alert should this happen.

Commissioner Coblentz inquired if all airlines have heavy metals discharge and Mr. Kaiser responded that they all do.

Mr. Lee said he could appreciate Commissioner Coblentz's concern. He said that while some other airlines emit heavy metal waste, United is by far the greatest source.

Commissioner Coblentz then said if this was a problem among all the airlines, he could see this as our responsibility but he was not sure we should have the burden fall on all the other airlines who are not responsible for this. The more the City spends in taking care of this problem, the fewer capital improvement dollars United has to spend on the problem.

Commissioner McDonnell asked if it was a big problem to remove the sludge and was told it was not; that this had been overemphasized.

Commissioner McDonnell questioned Mr. Kaiser about the effluent from United's Maintenance Base.

Mr. Kaiser said that United does treat its effluent but there have been some accidental spills. It is not all United's problem and the other airline members feel as strongly about the heavy metals as United does. He said the airlines don't want to have to put in their own individual plants. Other airlines will have a problem of monitoring far more serious than United's.

Commissioner Kadish stated that she would act on the advice of the Airport consultants.

Mr. Dwyer added that the resolutions being acted upon have been reviewed by the City Attorney to ensure that it complies with the State Board's cease and desist order.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0132

Resolution approving the award of Airport Contract No. 910, Emergency Exits for International Rotunda, to the lowest regular and responsible bidder, Beiser Construction Company, 735 Industrial Way, San Carlos, CA 94070, in the total amount of \$93,600.00, and rejecting all other bids.

Mr. Dwyer stated three bids were received with Beiser Construction Company being the lowest regular and responsible bidder.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0133

Resolution awarding Airport Contract No. 925, North Terminal Aprons and Reconstruction of Taxiways "S" and "SS", to Piombo Corporation, 505 Pico Boulevard, P. O. Box 1128, San Carlos, CA 94070, in the total amount of \$8,131,587.00.

Mr. Dwyer said this is part of a FAA grant. It is anticipated that all administrative procedures for obtaining reimburseable Federal funds will be completed prior to the certification of this contract to the successful bidder.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0134

Resolution awarding Contract 1015, Garage: Stage V - Final Modifications, in the total amount of \$13,925,744.00, to Titan Pacific Construction Corp., 1700 South Amphlett Boulevard, Suite 125, San Mateo, CA 94402, as the lowest regular and responsible bidder.

Mr. Dwyer stated this contract will complete the modification of the existing parking structure to its final configuration as an element of the Ground Transportation Center.

Commissioner McDonnell stated the Engineer's estimate had been lower than the low bid and concluded that the Titan Pacific bid was the best price we could get for this project at this time.

Commissioner Kadish asked if Titan Pacific was bondable, to which Mr. Lee made an affirmative reply.

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Mr. Dwyer said that Titan Pacific had requested substitution of certain subcontractors and that the subcontractors listed on the bid as submitted were protesting the proposed substitution. A hearing was held before the Commission with the parties being represented by counsel and witness being examined and cross-examined. Due to the length of the testimony the greatest portion of the hearing was deferred to the end of the calendar. After hearing all the testimony the Commission, with the concurrence of the attorneys for all parties; took the matter under submission with a decision to be announced later.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0135

Resolution approving and requesting the Controller's certification of Debit Modification No. 4 to Airport Contract No. 1000, in the total amount of \$20,573.00, for the deletion of carpeting, except that shown and scheduled on Sheet A8.2 for the Central Plant Mezzanine; to furnish and install unglazed tile and related items necessary to complete tile work in Core D; and to furnish and install rubber flooring in core elevator cabs A, D, G, H-I, J, BC and EF; and approves and grants the amended revision to Special Provision SP 3b(1)(c), which extends Core D completion date by 116 calendar days from March 1 to June 25, 1977, caused by unavoidable delays in obtaining air conditioning and fan approvals and revising the finished floors in the garage cores.

\* \* \*

On motion of Commissioner Bernstein, seconded by Commissioner Coblenz, and after discussion and consideration, it was decided to put over for two weeks Calendar Item No. 7, which was Modification No. 6 (Debit), Airport Contract No. 1000, Garage: Stage IV - Superstruction Addition, \$45,957.00.

\* \* \*

On motion of Commissioner Bernstein, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0136

Resolution approving and requesting the Controller's certification of Debit Modification No. 17 to Airport Contract No. 650C, Completion of North Terminal Building, authorizing payment to the contractor in the total amount of \$37,659.00, which incorporates Bulletin 25A for re-routing riser supply ducts into the wall space of the four curbside check-in units and above ceiling duct runs to supply registers.

Mr. Lee explained that this is a modification that improves the original design to overcome complications in the piping. It corrects the problem and makes a better design.

-more-



Commissioner Kadish stated there seems to be little coordination between structural design and the actual drawings if changes are necessary.

Mr. Lee stated that for a project of this magnitude, the difference is within normal limits, being only about 1%.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0137

Resolution approving Modification No. 21 to Professional Services Agreement with San Francisco Airport Architects to provide additional services related to revision of contract plans for Airport Contract No. 950, Boarding Areas H & I and Connector, in order to incorporate changes requested by United Airlines.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0138

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 1060, Pavement Releveling, Runway 1R-19L, South of Runway 10R-28L.

Mr. Dwyer said there is a bad bump at this runway intersection. He said we tried to make temporary repairs, but found this was unsatisfactory.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0139

Resolution approving the final plans and specifications and authorizing bid call for Contract No. 1088, Differential Settlement Connection, Water Quality Control Plant.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0140

Resolution approving the settlement of the litigated claim of Arntz Brothers, et al., against the City and Count of San Francisco, as recommended by City Attorney and Airport staff and requesting the Controller to allot funds and to draw a warrant in payment of said claim.

Mr. Dwyer said at the time the contract was completed, the airport filed claims against the contractor and they filed counter-claims against the airport. The countersuit was reviewed by the City Attorney who recommended settlement.

-more-





Commissioner Kadish asked if based on this experience there would be penalty clauses in future contracts.

Mr. Jim Woods, Deputy City Attorney, stated that in 1972 the California Government Code was altered, and that Section 53.0695 states in part that local municipalities have the authority to include liquidated damages in contracts.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0141	Approving Sub-sublease between American Airlines and PSA for Portion of Plot 40.
-------------	--

Commissioner McDonnell inquired about the level of heavy metal wastes that could be expected to be generated in the hangar area.

The Vice President of Maintenance for PSA, Mr. Dargie, stated that they perform a level of maintenance not involving engine overhaul or work that would generate undue residuals.

Commissioner McDonnell then asked if by choosing Scheme A would this preclude any type of work that airlines may wish to do. He was told it would not.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblenz, the following resolution was adopted:

No. 77-0142	Resolution approving the final plans and specifications submitted by American Airlines, showing pro- posed space improvements within the Superbay Hangar at Plot 40 to create an aircraft maintenance facility for sublease to PSA. The work will con- sist of constructing rooms at the ground level floor to create office, shop and parts storage space, and constructing an employee locker room and restroom on the mezzanine.
-------------	--

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Chester, the following resolution was adopted:

No. 77-0143	Resolution approving the final plans and specifications submitted by the San Francisco Airport Hilton showing the proposed construction of an identification sign on each side of the entrance driveway to their leased premises at Plot 2 and the installa- tion of their logo on each end of the East motel unit.
-------------	---

Mr. Dwyer said this work will be done by Hilton at its own and sole expense and without rental credit for an estimated cost of \$7,500.00.

\* \* \*





On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0144

Resolution approving the agreement between the Federal Aviation Administration and the City and County of San Francisco, acting through its Airports Commission, for the construction of a new air traffic control tower at San Francisco International Airport.

Mr. Dwyer said this has been a long time coming. This tower will be constructed in the middle of the garage. FAA will contribute approximately \$2,000,000.00.

Commissioner Kadish asked if FAA pays a rental to the airport now, and was told not on the tower space.

\* \* \*

On motion of Commissioner Chester, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0145

Resolution requesting the Mayor to recommend to the Board of Supervisors a supplemental appropriation in the total amount of \$685,000.00 to cover increased cost of light, heat and power.

\* \* \*

The Commission then proceeded to the supplemental calendar: On motion of Commissioner Coblentz, seconded by Commissioner Chester, the following resolution was adopted:

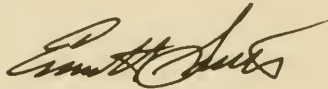
No. 77-0146

Resolution requesting the Mayor to recommend to the Board of Supervisors the immediate filling of vacated positions of Director of Airports and Deputy Director, Business Administration, effective July 1, 1977, and a supplemental appropriation in the total amount of \$8,870.00 to cover cost of facilitated replacement of retiring Deputy Director.

On inquiry from Commissioner McDonnell, Mr. Dwyer said his retirement date is June 30th.

\* \* \*

There being no further business, the meeting adjourned at 6:45 PM.



Emmett Smith  
Acting Secretary  
Airports Commission



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# SAN FRANCISCO AIRPORTS COMMISSION



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## MINUTES

JUNE 7, 1977

GEORGE R. MOSCONE, MAYOR

## COMMISSIONERS

WILLIAM E. McDONNELL  
President

WILLIAM H. CHESTER  
Vice-President

WILLIAM K. COBLENTZ  
MORRIS BERNSTEIN  
RUTH S. KADISH

WILLIAM J. DWYER  
Director of Airports

San Francisco International Airport  
San Francisco, California 94128



Call to Order:

2:30 PM

Present:

Commissioners William E. McDonnell,  
William K. Coblentz, Morris Bernstein  
and Ruth S. Kadish.

Absent:

Commissioner William H. Chester

The Minutes of the Airports Commission meeting of May 17, 1977, were approved and adopted as presented:

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0147

Resolution Reaffirming Airports  
Commission Resolution No. 77-0128,  
dated May 3, 1977, Approving in  
Principle the 1977 Modernization  
and Replacement Phase of the Airport  
Expansion Program.

Mr. M. F. Bagan, Acting Director of Airports, stated that the Charter requires that the Director of Airports inform the Commission of possible alternatives. There are no alternatives to the program and the resolution makes this a matter of record.

\* \* \*

A presentation and status report on the North Terminal Furniture was given by Walter Landor & Associates.

Mr. Bagan stated this presentation was requested by the Commission; United hopes to move into the terminal after Labor Day next year, and we want to be assured the furniture is on the premises at that time. He then asked that a representative of Walter Landor Associates give the presentation. Mr. Doug Alair gave a report, using slides, on the selected furniture including its adaptability.

Commissioner Kadish asked how there could be competitive bidding on exclusive items, and if the bids would not be equal. She was told the competition comes in the furniture suppliers bidding; they each have varying overhead costs. Commissioner Kadish was also advised that installation was included in the bid.

Mr. Tecco of Purchasing stated that by competitive bidding, furniture either as specified or of equal quality and adaptability would be selected.

Commissioner Kadish asked what is meant by equal. Mr. Tecco stated that the furniture must be equal in quality and adaptability to that specified and that staff would have to determine that.

Commissioner McDonnell asked if bidders are qualified before or after the bid process and was advised that is looked at after the bidding.

Commissioner Kadish said a problem arose before and the "equal" was not accepted. She was advised that airport consultants, Airport staff and the Purchaser's furniture expert will participate in the decision.

Commissioner McDonnell stated we should review the timetable because we had problems with new facilities being ready to open before the furniture is on hand.

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Mr. Gardner of Walter Landor & Associates gave the timetable stating they had met with Metropolitan and Knowles and talked about the lead time required, talked with the purchaser on processing and so forth. We have time to meet the North Terminal opening date.

Commissioner McDonnell stated the Commission would like to have the timetable in writing and that it would be preferable to pay storage on the furniture rather than not have it available when the North Terminal opens. He asked that the timetable be presented at the next meeting.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0149

Resolution authorizing the Director of Airports to issue an interdepartmental work order to the Art Commission to cover administrative costs for the Art Enrichment Program for the North Terminal complex.

Mr. Bagan stated that the Charter requires that money be set aside for art enrichment in the North Terminal. The airport staff and Walter Landor Associates have been working with the Art Commission and Mr. Robert Lee, Deputy Director, Planning/Construction, gave a brief report on progress to date.

Mr. Lee stated airport staff was in agreement with the Art Commission on sites. We requested that after they have selected a method of proceeding, they come before the Airports Commission and make a presentation. They have requested some funds be transferred so they may start on preliminary planning, etc. We are not transferring the total amount at this time, only \$25,000 at a time.

Commissioner Kadish asked how was the 2% figure arrived at.

Mr. Lee stated that was set forth in the Charter. They have approved 1½% in our case because of the size of the project.

Commissioner Kadish stated she felt we should have from the Art Commission an actual listing of their expected expenditures and the purposes for which they plan to use the money. She added that when this Commission met in April on the Art Enrichment program, there was discussion of the fact that we would look favorably upon setting 20% of the Art money aside for decisions to be made after the terminal was in use. We should reduce the figures you have in your calculations by 20% and put that in a contingency fund to be used afterward. She so moved, and Commissioner Coblentz seconded. He added that the Art Commission is not the final decision maker.

Commissioner McDonnell added that the Art Commission is in an advisory capacity and that we would like to see a list before they make a move. Mr. Lee stated that we are sending the Art Commission a letter to reflect the Airports Commission's position.

The motion was amended to hold back \$350,000 for application after the North Terminal opens.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0150

Proposed resolution approving Amendment No. 1 to the Professional Engineering Services Agreement authorizing Consoer Townsend and Associates to proceed with Phase II and III of the design for the Industrial Waste Treatment Plant.

Mr. Bagan reminded the Commission they had approved the basic plan for this plant and it is mandatory to proceed immediately into the design stage. We think the fee is reasonable and recommend approval. Although we must wait for the future bond issue for part of the funds, we do have the money for the basic design. However, if the bond issue should fail the money will have to be raised from other sources.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0151

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Orders Nos. 774-6, 774-7, 774-8, 774-9 and 774-10 and requesting Controller's certification of Debit Modification No. 6 to Airport Contract No. 774 in the amount of \$27,488.10.

Commissioner Kadish called attention to a phrase in the explanation which stated in part,..."these changes were required to conform to the plumbing code.." She wondered why we would pay extra money to conform to the Code.

She was told that the original specifications did not include this and Mr. Lee asked Mr. Matlock to explain.

Mr. David Matlock, Assistant Deputy Director for Construction, stated that the San Mateo Plumbing Code was changed after the contract was let. We do have a provision in contracts which states all work should be in conformity with Codes.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0152

Resolution approving and requesting the Controller's certification of Debit Modification No. 12 to Airport Contract 950, in the total amount of \$789.00, which incorporates Change Order 25 providing for re relocation of mechanical piping expansion loop in the connector to avoid conflict with the Boeing baggage conveyor equipment as indicated in United Airlines Revision No. 2.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0153

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 23, 24, 26 and 27 in accordance with Airports Commission Resolution 70-0044, and requesting the Controller's certification of Debit Modification No. 13 to Airport Contract 950, in the amount of \$22,749.59.

Mr. Bagan asked Mr. Grindheim of CMC to explain the change orders. He said there are bound to be changes on this size job. He added this is a \$20,000,000 contract and the changes to far amount to 3/4 of 1%.

Commissioner Kadish stated the percentage shown seems to be within reason but that her concern is in the way the change orders are listed in that the debit or credit for each item is not shown.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0154

Resolution ratifying the action of the Director of Airports and approving and requesting the Controller's certification of Debit Modification 18 to Airport Contract No. 650C, Completion of North Terminal Building, authorizing payment to the contractor in the total amount of \$16,881.00, which incorporates Change Orders 51 and 58.

Mr. Bagan stated this contract calls for the approval of two change orders; one for interior design and another which was recommended by the Fire Department.

A detailed explanation of Change Order No. 51 was given by a member of the Airport Engineering staff.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0155

Resolution ratifying the action of the Director of Airports and approving and requesting the Controller's certification of Debit Modification No. 19 to Airport Contract No. 650C, Completion of North Terminal Building, authorizing payment of \$23,360.24, which incorporates Change Orders 63 through 68.

Mr. Bagan stated this modification changes the telephone distribution system.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0156

Resolution approving and requesting the Controller's certification of Debit Modification No. 6 to Airport Contract No. 1000, in the total Debit amount of \$45,957.00, for the modification of the piping in the settlement pits; and approves and grants amended revision to SP3b(1) (f) extending the first phase construction completion schedule date by 4 calendar days, with no change in the total contract completion time.

Mr. Bagan stated this was taken off calendar at the last meeting. He said this is a new manufacturer recommended by staff.

Commissioner Kadish wondered how much the original manufacturer wanted for the change.

Mr. Lee stated what was recommended originally did not work and they did not have any other fittings to do the job so we went to another manufacturer.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0157

Approval of Airports Commission Resolution accepting the work performed by the Aviation Consultants, Landrum and Brown, Inc., for professional services relating to the preparation of the Environmental Impact Assessment Report required by the Federal Aviation Administration in connection with the Airport Development Aid Program.

Mr. Bagan stated this resolution includes authorization for final payment of the contract. The report met all requirements.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0158

Resolution accepting the work performed under Controller's Contract No. 60234, Professional Services to conduct a pilot plant study for treatment of industrial waste, using the line clarification treatment process, as satisfactorily completed and approving final payment in the amount of \$35,000 to Metcalf & Eddy Engineers, Inc.

Mr. Bagan stated this is a final payment of the contract.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0159

Resolution accepting work performed under the professional services agreement for soils and foundation engineering between the Airports Commission and Dames & Moore, dated August 19, 1975, as authorized by Airports Commission Resolution No. 74-0173, as satisfactorily completed; requesting Controller's certification of Credit Modification No. 3 in the amount of \$91.90; and authorizing final payment in the amount of \$401.71 in favor of Dames & Moore, Consulting Civil Engineers, 500 Sansome Street, San Francisco, CA 94111.

Commissioner McDonnell was told that the work was done on a time and material basis.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0160

Resolution Approving Extension of Lease with U.S. Postal Service.

Mr. Bagan stated they have exercised their option to extend their lease.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0161

Resolution ratifying the action of the Director of Airports acting in accordance with Airports Resolution No. 70-0044, to make various assignments to the San Francisco Airport Architects under the "Additional Services" section of their basic agreement with the City.

The Director of Airports has assigned additional work and this is for payment of that work.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0162

Resolution approving the final plans and specifications for Airport Contract No. 1079, Signing to Buses, Terminal Complex, and authorizing the Director of Airports to advertise for bids.

Mr. Bagan said we have acquired the services of Sam-Trans, and we have different locations for the taxis. We have received complaints from the public that they are not directed to transportation. It is recommended that we proceed with this signing program as an interim measure.

Commissioner Kadish asked if the signs will include the mini buses that go to Napa, etc. and she was told that such signs should be installed shortly. There will also be signs directing people to the lower level where such buses are boarded.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Bernstein, the following resolution was adopted:

No. 77-0163

Resolution approving the schematic plans for a new Traffic Control Tower and authorizing the San Francisco Airport Architects to proceed with the preparation of preliminary plans.

Mr. Bagan said this has been worked on by staff for several years. We have arrived at an agreement with FAA and we do have money available in our expansion program. FAA will contribute \$2,000,000.00 to this tower, which will be located in the center of the garage complex.

The airport architects were asked to give a complete review, but prior to that Commissioner Coblenz was advised that part of the structure, 1000 sq. ft., had been set aside for the use of the airport.

Mr. Lloyd Laity, Airport Architects, explained the design and gave a brief description of the tower and its relationship to the Expansion Program.

Commissioner McDonnell, on inquiry, was told there was a provision for a tunnel to the future BART connection. The Commissioner also pointed out that the reason for the height of the tower, 200 feet, was so the controllers would have maximum visibility over all the buildings and the aprons.

Commissioner Kadish inquired if the tower would be built on piles and whether it was seismically planned. Mr. Laity responded that the piles go through the fill to bedrock and that the tower is planned on a seismic basis. She was told that consultants will be hired for foundation study and that the height of the tower and the cab will be carefully considered in the study.

Mr. Grindheim stated the FAA went 200 feet in a helicopter in order to take sightings to be sure of the visibility.

A question arose as to whether this had been approved under the EIS. It was answered that this is part of the original expansion program and that the project has been cleared.

\* \* \*



In view of staff's inability to reach an agreement with United Airlines regarding their use of and placement of a building formerly used as a wash hangar on Plot 4, it was decided that Item 17 of the Calendar be put over for two weeks for further study.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0148

Selection of a new Director of Airports, effective July 1, 1977.

Commissioner Coblentz made a statement in regard to the many hours spent in discussion and interviews in an attempt to select a new Director of Airports. He then nominated Mr. Richard Heath, which was seconded by Commissioner Kadish.

Commissioner McDonnell then called for comments from the audience. Mrs. Margurite Warren addressed the Commission on the manner in which a Director was selected. She admonished them to consider the future of the Airport as well as the fact that there are competent persons already on airport staff who should be given the opportunity to serve.

The vote proceeded as follows: Commissioner Coblentz, aye  
Commissioner Bernstein, aye  
Commissioner Kadish, aye

Commissioner McDonnell made a statement before giving his vote. He gave some of the background that brought the Commission to its decision. He told how the airport staff was upgraded in the past. He felt they should promote from within, using people who have actual airport experience. He said it is for this reason that he tenders his "nay" vote, which has nothing to do with Mr. Heath as an individual and that Mr. Heath will report about ten days early to begin work officially the first of July. Commissioner McDonnell then resigned as President of the Commission and stated that the position was open for nomination.

Commissioner Coblentz lauded the work of Commissioner McDonnell and stated he knew of no one who had contributed so much to a position for which he receives no significant remuneration.


Mr. Ryan, Director of Public Affairs for United Airlines, said he would "second the motion" on everything Commissioner Coblentz said about Commissioner McDonnell and that it was regretful that he has decided to withdraw as President.

Commissioner Kadish stated she asked Commissioner McDonnell to reconsider his decision and was sorry he did not see fit to change his mind.

Commissioner Coblentz then nominated Commissioner Bernstein as President of the Airports Commission, Commissioner Kadish seconded and he was elected with 3 ayes and Commissioner Bernstein passing.

Commissioner Bernstein then stated that he appreciates the experience and expertise of Commissioner McDonnell and is happy that he is remaining on the Commission and hopes that they can continue to perform the Commission work on the same high level.

There being no further comments or business, the meeting adjourned at 4:25 PM.

  
Emmett Smith  
Acting Secretary  
Airports Commission





# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

JUNE 21, 1977

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**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

President

**RUTH S. KADISH**

Vice-President

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



Present:

Commissioners Morris Bernstein,  
William E. McDonnell, William K.  
Coblentz and Ruth S. Kadish

Absent:

Commissioner William H. Chester

The Minutes of the Airports Commission meeting of June 7, 1977, were approved and adopted with the following corrections:

Page 77-78, line 10: "...received complaints from the public that they are noted to transportation."

Should read:

"....received complaints from the public that they are not directed to transportation."

\* \* \*

Commission President Bernstein announced the resignation of Commissioner William H. Chester due to his appointment by Governor Brown to the State Narcotic Addiction Evaluation Authority. The meeting was then opened for the nomination and election of a Vice President of the Commission. Commissioner Coblentz then nominated Commissioner Kadish for the position of Vice President and she was elected by an unanimous vote.

\* \* \*

Commissioner Coblentz brought up a matter that was taken off calendar at the last meeting, regarding a proposed construction by United Airlines. The matter was seconded by Commissioner McDonnell, who stated the staff concurs, providing certain stipulations, as set forth in Resolution No. 77-0186 dated June 21, 1977, are met.

Mr. Bill Muller of United Airlines expressed his appreciation and stated the matter would be satisfactorily worked out.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0164

Appointment of Warren D. Hanson  
as Acting Secretary, Airports  
Commission, in the absence of  
Ann H. Racich.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0165

Declaration of Emergency, Customs  
and Immigration Area.

Mr. Dwyer, Director of Airports, stated that this resolution declares the existence of an emergency and directs the Director of Airports to effect necessary modifications in the most expeditious manner to rectify the situation.

\* \* \*

Commissioner Coblentz was then excused and left the meeting.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0166

Resolution approving Professional Services Agreement with San Francisco International Airport Medical Clinic.

Mr. Dwyer stated this is the third year for the Airport Medical Clinic and it has been an excellent operation.

Commissioner Kadish asked if the clinic pays rent and was told that they pay for the footage they occupy. She then asked if they handle their own maintenance and was told that they do, that this is a professional services contract.

Mr. Dwyer added that originally it was a negotiated agreement in which the clinic would stay open 16 hours per day. However, based on the requests from the employees and the traveling public, an agreement was negotiated to have 24-hour medical service.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0167

Resolution accepting the grant offer made by the Federal Aviation Administration for Project No. 6-06-0221-08 and authorizing the Director of Airports to execute its acceptance on behalf of the Airports Commission in the amount of \$5,083,044.00 for a parking apron for North Terminal and extension and reconstruction of Taxiway S and SS; and Extension of Taxiways A and B to Runways 10R and 10L.

Mr. Dwyer said this is the final step in acceptance of the grant. It was delayed pending completion and approval of the Environmental Impact Statement.

Commissioner Kadish stated the offering and accepting of this grant is actual proof that the EIS has been accepted.

At this point, a member of the audience, Ms. Kathleen Van Velsor, read a letter from the Environmental Protection Agency, which she said asks for an investigation.

Mr. George Baglin, Utilities General Counsel, stated that the EIS is final by virtue of the fact that the FAA has accepted it; he also added that the EPA letter and any other matters that may come after the 30-day period are after the fact and have no effect on the EIS.

Mr. Dwyer added that he spoke to FAA and they had no response within the 30-day period.

Commissioner Kadish asked for and received a copy of the letter read by Ms. Van Velsor.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0168

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 941, Improvements to Sewage Pumping Station No. 1.

Mr. Dwyer stated this contract is to increase the efficiency of sewage pumping station No. 1.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0169

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 1039, Widening of Road R-6.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0170

Resolution approving the final plans and authorizing the Director of Airports to call for bids for Airport Contract No. 1122, Industrial Waste Collection System - Phase II.

Mr. Dwyer stated this is in accordance with a directive received from the State Water Pollution Board. We are on schedule.

Commissioner Kadish asked if money had been set aside for this phase. Mr. Dwyer stated we did not have the money for the plant yet.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0171

Resolution awarding Airport Contract No. 1060, Pavement Re-leveling, Runway 1R-19L, South of Runway 10R-28L, to Gray and Lewis, Inc., 781 Old County Road, San Carlos, CA 94070, in the total amount of \$87,158.00.

Mr. Dwyer stated this had been to the Commission before.

Commissioner Kadish noted there was a difference between the first and second bids of \$10,000. Mr. Dwyer stated that Gray and Lewis are bondable.

Commissioner Kadish noted the construction time is within 5 days and asked for an explanation.

-more-





Mr. Robert Lee, Deputy Director for Planning/Engineering, stated the work is in the middle of the runway and when asked if they would be working on three 8-hour shifts, he responded no, that this would be done during the day and night.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0172

Resolution approving and requesting the Controller's certification of Debit Modification No. 8 to Airport Contract No. 1000, in the total debit amount of \$37,800.00, which provides the contractor with a complete performance specification which defines and resolves the priority and functions of all units controlling the garage ventilation fans and integrates the carbon monoxide analyzing system with the central control and monitoring system located in the Central Heating and Cooling Plant.

Mr. Dwyer asked Mr. Lee to explain. Mr. Lee said work will be in seven cores and will increase the safety of maintenance operation. It will cut down on the energy consumption during periods when there is a low carbon monoxide content in the garage. He then asked the construction management staff to explain the technical details.

Commissioner Kadish inquired about the energy aspect and was told that when the system was put in, the special controls were not installed at that time.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0173

Resolution approving Modification No. 1 extending the completion date 60 calendar days from June 30, 1977 to August 29, 1977, of Airport Contract No. 1052, Emergency Airfield pavement repairs, at no cost to the City.

Mr. Dwyer stated this is an annual contract on which the time has expired. However, there are still funds remaining. Renewal of this contract for another year will be requested at the next meeting.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolutions were adopted:

No. 77-0174

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 69 thru 71 and requesting the Controller's certification of Debit Modification No. 20 to Airport Contract 650C, in the total amount of \$13,395.00, incorporating said Change Orders.

No. 77-0175

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 72 and 73 and requesting the Controller's certification of Debit Modification No. 21 to Airport Contract 650C, in the total amount of \$17,433.00, incorporating said Change Orders.

Mr. Dwyer stated there is an existing directive which gives the Director of Airports the authority to approve change orders not to exceed \$25,000. These change orders total in excess of that amount and it is necessary to come to the Commission for approval and ratification.

Commissioner Kadish reminded staff that the Commissioner requested a complete breakdown of the debits and credits of the change orders, rather than just a list of sums of the same.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0176

Resolution accepting the work under Airport Contract No. 938, Remodeling Security Facilities, Lower and Second Levels, Central Terminal, as satisfactorily completed; approving and requesting the Controller's certification of Credit Modification No. 2 in the amount of \$92.12; extending the completion date from March 29, 1977 to April 28, 1977, and approving final payment in the amount of \$17,275.97 in favor of the contractor, Moore Construction Company, 300 Vicksburg Street, Suite #1, San Francisco, CA 94114.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0177

Resolution approving the action of the Director of Airports in settling and compromising claims which resulted in payment under \$2,500.00.

\* \* \*



On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0178

Resolution authorizing consent to assignment and assumption of the Airporter Agreement in accordance with the Order of the Federal District Court, Southern Division of California, confirming the sale of assets and operating agreement from Airpor-transit of California to the new operator, SFO Airporter Inc.

Mr. Dwyer explained that when Yellow Cab started through bankruptcy, there were two contracts. The Airporter Agreement was picked up by the firm that operates the garage and had a pending agreement with the bankruptcy firm. It is now recommended that the Airporter Agreement be assigned to the new owners.

Commissioner Kadish stated the money is in escrow. Commissioner McDonnell asked how long Airporter was out of business and was told that there was no interim period, that the business continued without interruption. He then congratulated the new owner represented by Mr. Steve Leonoudakis.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0179

Resolution approving the final plans and specifications submitted by TransWorld Airlines showing proposed space improvements within the portion of the air cargo building at Plot 3 being subleased to Japan Airlines.

Mr. Dwyer stated this is work to be performed by TWA at no cost to the City.

A question was raised as to whether the improved area would be used for handling cargo, and whether EIR specifications for California law had been met.

Mr. Bob Lee stated the present TWA Hangar was converted to cargo operation some time ago; TWA will be leasing it to Japan Airlines; and that this is an improvement of an existing facility, not an enlargement.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0180

Resolution approving the final plans and specifications submitted by the Federal Aviation Administration showing the proposed installation of 4-box Visual Approach Slope Indicator (VASI) for Runway 10L and a Runway End Identifier Light System (REIL) at the Runway 1R threshold.

Mr. Dwyer stated this is an authorization for FAA to go ahead with improvements at no cost to the City.

\* \* \*





On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0181

Resolution approving Sublease, Airborne Freight Corporation, Sublessor, and Aeronautics Inc., Sublessee.

Commissioner Kadish asked what Airborne's activities are.

Emmett Smith, Acting Deputy Director, Business/Finance, explained that Airborne Freight is a freight forwarder and at one time their entire offices were on the airport, which included a sales division.

Commissioner Kadish asked if it was common practice to have sales offices on the airport. She was told that it was not, that the building reverts back to the ownership of the airport in 1980, at which time a no-sales offices clause will be inserted in the lease. The present lease started in 1950 under different conditions from those now existing.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0182

Resolution approving the final plans and specifications submitted by United Airlines showing their proposed construction of an exit driveway from the south end of the Maintenance Operations Center, employee parking lot to feed into the west bound lane of San Bruno Avenue.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0183

Resolution approving sublease, Pan American World Airways, Inc., Sublessor, and National Car Rental System, Inc., Sublessee.

Mr. Dwyer stated Pan Am desires to sublease 25,903 sq. feet of parking lot space to National Car Rental System on a short-term, month-to-month basis.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0184

Resolution approving Modification No. 22 to Professional Services Agreement with San Francisco Airport Architects to provide architectural and engineering services for the preparation of schematic plans for Boarding Area G and Connector, and related work.

Mr. Dwyer stated this project is a critical part of the North Terminal Complex and is included in Stage I Phase of the Modernization and Replacement Program adopted by Commission on May 3, 1977.

Commissioner Kadish inquired what fund will finance this program. She was told the funds will come from the 1976 Airport Revenue Bonds.

\* \* \*

#### Further Business

Mr. Dwyer stated staff has received a check from a bonding company to pay off the balance due on the Yellow Cab Agreement in the amount of \$100,000.00. This requires a resolution (No. 77-0185) which he asked the Secretary to read. The matter was then approved following a motion by Commissioner McDonnell and a second by Commissioner Kadish.

\* \* \*

Mr. Dwyer also officially notified Commission that Mr. William Paizis, Deputy Director for Business/Finance is on leave pending retirement, for health reasons. Commissioner McDonnell inquired if funds were available to cover his leave and was told that it has been requested and comes before the Board of Supervisors for approval.

Commissioner Kadish stated there were two items she would like to be scheduled for the next meeting:

- 1) Report on cargo situation
- 2) Report on garage parking fees


Mr. Dwyer reminded the Commission that this was his last meeting prior to his retirement and expressed his thanks and appreciation for the support and assistance given him by the Commission.

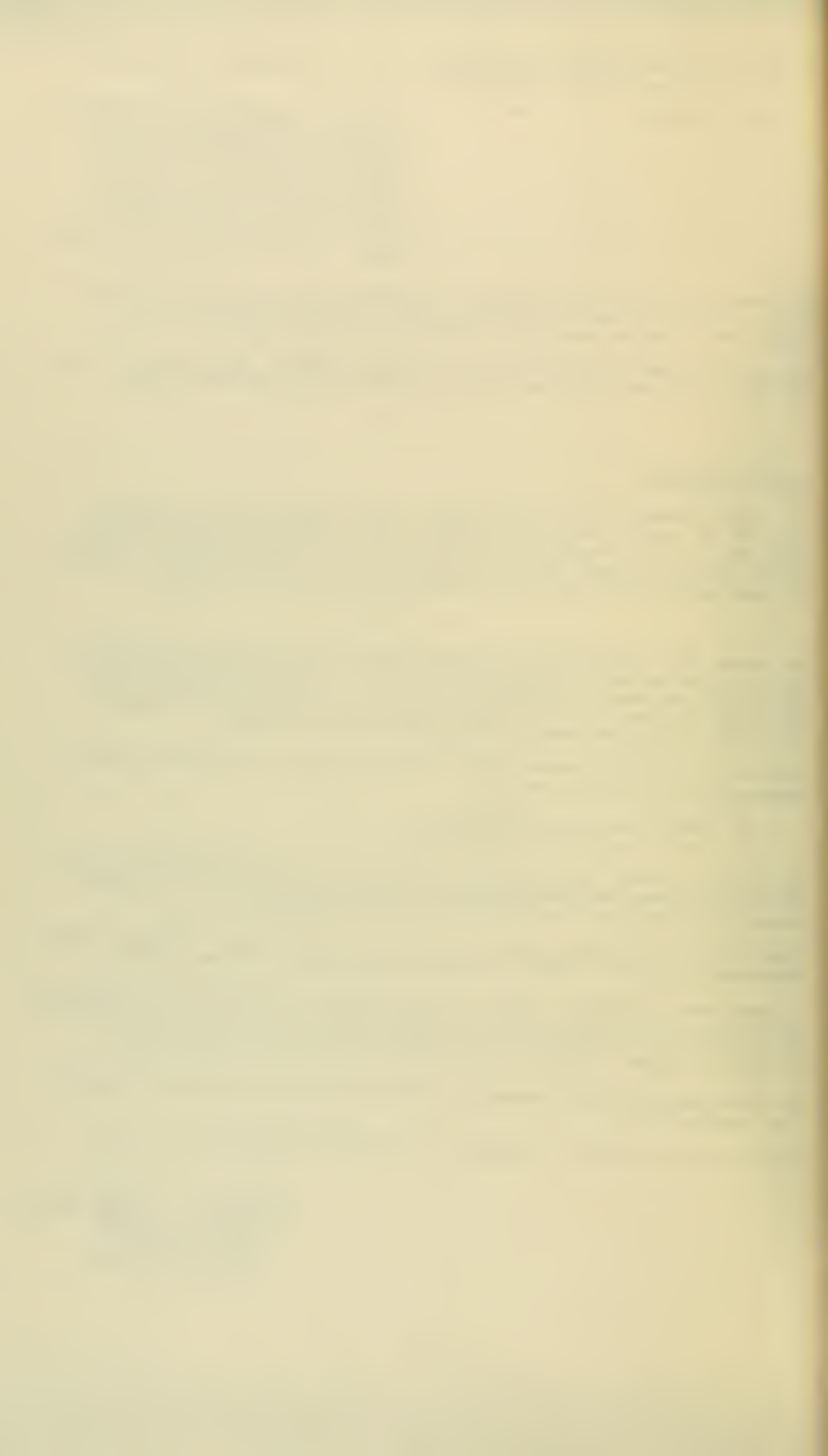
There were then comments from the various Commissioners regarding their association with Mr. Dwyer and congratulations on his retirement.

Commissioner McDonnell lauded the work of Mr. Dwyer and his achievements while with the City and County of San Francisco, and suggested that the meeting adjourn in honor of Commissioner William H. Chester and Mr. William J. Dwyer, to which the Commissioners unanimously agreed.

He then congratulated Commissioner Kadish as the new Vice President of the Commission.

There being no further business, the meeting adjourned at 3:15 PM.

  
Warren D. Hanson  
Acting Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

JULY 19, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**RUTH S. KADISH**

**Vice-President**

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**





Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish and William K.  
Coblentz.

Absent:

Commissioner William E. McDonnell.

The Minutes of the Airports Commission meeting of June 21, 1977,  
were approved and adopted with corrections to read as follows:

Page 77-81, p. 5, "Commissioner Kadish asked if..." "Mr. Dwyer  
said that was the accurate interpretation, for  
if the EIS had not been accepted these funds  
would not be forthcoming..."

Page 77-81, p. 10, "Commissioner Kadish asked that she be given a  
copy of the letter read by Ms. Van Velsor and  
for copies of any responses made to and  
thenceforth received in relation to this matter."

Page 77-85, p. 2, "Commissioner Kadish asked if the money is in..."

Page 77-86, p. 3, "Commissioner Kadish...airport. She was told  
that it was not, that this was the sole excep-  
tion, and that....inserted in the lease."

\* \* \*

President Bernstein then called for management reports. Management  
Report "A" on procedures and philosophy governing selection of artists  
for the Airport Art Enrichment Program for the North Terminal Complex,  
was presented by Mr. Alfred Frankenstein, Vice President of the San  
Francisco Art Commission, a copy of which is attached hereto and in-  
corporated in these minutes by reference.

Commissioner Coblentz expressed the hope that this Commission and the  
members of the Art Commission would be able to coordinate their efforts  
toward satisfactory selection of appropriate art.

Vice President Kadish expressed her gratitude to the Art Commission  
Selection Committee for realizing the need for closer communication be-  
tween the two Commissions in relation to this project and responding by  
being present at the meeting. She felt that as long as the two com-  
mittees worked coordinately, "there need be no hangups." She does not  
expect any future misunderstandings.

\* \* \*

Management Report "B" was presented by Director of Airports Richard R.  
Heath, who reported statistics concerning the operation of the garage.

Commissioner Kadish noted that when the matter of the parking garage  
came up earlier, the reports were "couched" under a different format  
and terminology. She said that the Commission had resolved that the  
garage serve short term parkers in preference to long term parkers.  
The report was made to the Commission to determine the effect of that  
policy. She asked for the percentage of short term versus long term  
parkers in the garage which had been omitted from this report. She  
added that the Commission had asked for monthly reports on the progress  
of the garage. She said we don't think it is important to know how  
many empty stalls there are at 6:00 AM. Mr. Heath stated that the  
reports on the information requested would be sent to the Commissioner.

\* \* \*





Management Report "C" concerning planning for air cargo facilities was presented by Mr. Dale Fearn, Assistant Deputy Director for Planning, who related some of the history of the master plan, pointing out areas involved and items of concern in the process.

The Commission then proceeded with the calendared items:

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblenz, the following resolution was adopted:

No. 77-0188

Resolution ratifying award of Airport Contract No. 1088, Differential Settlement Connection, Water Quality Control Plant, to Dalzell Corporation, P. O. Box 8284, Emeryville, CA 94662, in the total amount of \$7,929.00, by telephone poll of Commission on June 29, 1977.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0189

Resolution awarding Airport Contract No. 1039, Widening of Road R-6, to B. Fontana and Sons, Inc., 338 North Canal Street, South San Francisco, CA 94080, in the total amount of \$18,081.00.

Mr. Heath, Director of Airports, stated this is slightly over the engineer's estimate of \$17,500.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblenz, the following resolution was adopted:

No. 77-0190

Resolution awarding Contract No. 1079, Signing to Buses, Terminal Complex, to Panad Associates, 100 South Ellsworth Avenue, San Mateo, CA 94401, in the total amount of \$16,210.00.

Mr. Heath recommended the award of contract to Panad Associates.

Commissioner Kadish asked if this included signing for the minibuses to Napa, Santa Rosa and other areas.

Mr. Sheldon Fein, Traffic Engineer, stated these signs are for shuttle buses between the terminal buildings only. He added we have already included signing at the curbsides and we are meeting next week with appropriate companies to take care of signing in the building covering general signing to Sam Trans public service buses.

Commissioner Kadish stated she hopes that the signs being planned would be of the same calibre as the others. There are a number of people going to the peninsula and San Francisco who would use minibuses if they are properly signed.

-more-



Mr. M. F. Bagan, Deputy Director, Operations/Maintenance, added we have been working closely with the companies; they seem to be cooperating very well.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0191

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 960, Roadway Graphics.

Mr. Heath stated we are now ready to go out on bid for the final plans and specifications on the roadway graphics. He called for a member of the Airport Architects to make a presentation.

Mr. Lloyd Laity, Airport Architects, said the plans provide a comprehensive roadway graphics system required for the orderly movement of vehicular and pedestrian traffic throughout the entrance roadways and both levels of the terminal roadways. He said that the plan will be a vast improvement over the present system. He went on to relate the type of equipment to be used and other technical details involved in the installation of such signs.

Mr. Heath stated that since there is such a short road distance between terminals and the freeway, traffic is slowed when motorists unfamiliar with the airport attempt to determine which lane they should be in to leave the airport in the proper direction. As a temporary measure, a sign will be erected directing motorists to the proper lane to go to San Francisco, or to San Jose and points south.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0192

Resolution approving the final plans and specifications for Airport Contract No. 1049, Improvements to Restrooms, Upper Level, Piers "F" and "FF", and authorizing the Director of Airports to advertise for bids.

Mr. Heath said this contract is for the refurbishment of restrooms on the two piers in the South Terminal.

Commissioner Kadish asked if there would be some measure of control of the use of water should there be a continuation of the drought. Mr. Heath replied there is no reason why they could not be installed.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0193

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 1098, Emergency Airfield Pavement Repairs, Fiscal Year 1977-78.

Mr. Heath stated this is our annual emergency repair contract.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolutions were concurrently adopted:

No. 77-0194

Resolution approving and ratifying the action of the Director of Airports in approving Change Order No. 1 and requesting the Controller's certification of Debit Modification No. 1 to Airport Contract 977, Expansion of Electrical Distribution System, Phase I, incorporating said Change Order.

No. 77-0195

Resolution approving and requesting the Controller's certification of Debit Modification No. 2 to Airport Contract No. 977, Expansion of Electrical Distribution System - Phase I, authorizing payment to the contractor in the amount of \$22,615.

No. 77-0196

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 13 through 17, and requesting the Controller's certification of Debit Modification No. 7 to Airport Contract 1000, in the total amount of \$19,221.00, incorporating said Change Orders.

No. 77-0197

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 18 through 20, and requesting the Controller's certification of Debit Modification No. 9 to Airport Contract 1000, in the total amount of \$14,480.00, incorporating said Change Orders.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0198

Resolution accepting the work under Airport Contract No. 1024, Remodeling Administrative Offices, Business and Finance Division, Central Terminal, as satisfactorily completed; approving and requesting the Controller's certification of Debit Modification No. 1 in the amount of \$1,955.57; extending the completion date from January 14, 1977 to June 17, 1977; and approving final payment in the amount of \$15,780.01 in favor of the contractor, Martinelli Construction Company, Inc., 1580 Folsom Street, San Francisco, CA 94103.

Mr. Heath said several minor modifications were incorporated in this adjustment to this contract, necessitating the extension of the completion date.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0199

Resolution accepting the work under Airport Contract No. 1066, Signing to Garage, South Terminal, as satisfactorily completed and approving final payment in the amount of \$5,963.00 in favor of the contractor, Panad Associates, 100 South Ellsworth Avenue, San Mateo, CA 94401.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0200

Resolution approving the maximum gross landing weights for each type of aircraft operated by the scheduled airlines operating at San Francisco International Airport for the period July 1, 1977 through June 30, 1978.

Mr. Heath said this is an annual matter that the Airports Commission must approve to update the landing weights used to determine landing fees each fiscal year.

Ms. Anita Maraviglia asked if gross landing weights are up from last year and who determined the weights.

Mr. Bagan stated the airlines send in the figures, we check them with FAA, and from this the weights are established. Landing fees are computed from these established weights.

Mr. Heath added some models of the DC-9 and 727 have increased in weight somewhat from last year and that she would be supplied a copy of last year's resolution for comparison.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolutions were concurrently adopted:

- |             |  |
|-------------|--|
| No. 77-0201 | Resolution approving surrender of Flying Tiger Lease of Plot 20.                           |
| No. 77-0202 | Resolution approving 40 year lease of Plot 20 to San Francisco Community College District. |

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolutions were concurrently adopted:

- |             |   |
|-------------|---|
| No. 77-0203 | Resolution approving the final plans and specifications submitted by United Airlines showing the operational support facilities which United Airlines proposed to construct in the North Terminal and Boarding Areas H & I.   |
| No. 77-0204 | Resolution approving final plans and specifications submitted by United Airlines, showing the expansion of the compressed air supply system in the Turbine Engine Overhaul Shop at the Maintenance Operations Center.   |
| No. 77-0205 | Resolution approving the final plans and specifications submitted by United Airlines, showing the proposed construction of a new employee cafeteria on the second floor of Building 15 West, at its Maintenance Operations Center, to replace some of the existing facilities which are being closed out. |

Mr. Heath requested approval of plans United Airlines has submitted for their airport operations. He added that UAL plans to spend approximately \$44 million in the North Terminal Complex, and that this will be done at their own and sole expense and without rental credit.

Commissioner Coblentz stated the only question in his mind is the problem of the vibrations of the baggage handling system. He was informed that this is now under control.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner Coblenz, the following resolution was adopted:

No. 77-0206

Resolution approving the final plans and specifications submitted by American Airlines, showing proposed space improvements within a portion of Cargo Building No. 5 to create a cargo facility for use by Philippine Airlines under an agreement between the two airlines.

Commissioner Kadish commented that this project will eliminate the need for Philippine Airlines to expand its facilities and, in turn, reduce further expansion of the airport facilities.

Ms. Sylvia Gregory asked if this was going within the scope of the EIS. She expressed concern that there might be an increase in the use of airport space.

Mr. Fearn stated this project involves PAL moving their facility to an existing adjacent site. When no additional building is involved, there is no need for an additional environmental impact statement.

Ms. Gregory expressed concern for adding more functions in the same building.

\* \* \*

#### Further Business

Mr. Heath stated he wished to bring up a number of things of concern to him as new Director of Airports.

He asked the Commission for general directives in terms of policy that could be put in resolution form and be used as guidelines. This could be the policy statement, or goals of the staff as directed by the Commission, which staff could review and reports made on progress, hopefully within the target dates set for such action.

Commissioner Kadish stated she and Commissioner Bernstein had that in mind and had come up with some policy statements. She asked if those should be aired now or wait until all the Commissioners had had an opportunity for input in this respect.

It was agreed that at the next meeting the Commissioners would come forth with their suggestions, which would be adopted as resolutions.

Commissioner Kadish did bring up one policy statement, which it was felt important to discuss, i.e. the policy statement on the Concorde, which was adopted during September 1970 under Resolution No. 70-0068. This was discussed and Commissioner Kadish made a motion which was seconded and passed, that this Commission reaffirm its action under Resolution 70-0068.

Mr. Heath added FAA made a study concerning the possible impact of the Concorde on several airports, including San Francisco, but that it was not given to top airport management when it was first published. He said we talked to the FAA Director, who said the study indicated what would happen under the worst possible conditions.

-more-





Mr. Heath said the Anderson Bill currently before Congress diluted certain stringent requirements on the airlines concerning aircraft noise control, but that AOCI is taking a strong stand against the amendments. He asked the Commission permission to write to the California Delegation, expressing our opposition to such amendments.

A motion by Commissioner Kadish, seconded by Commissioner Coblentz was passed to give permission and approval of Mr. Heath's request.

Mr. Heath said he is pleased to have been appointed Director of Airports, that he has an excellent staff which has been working with him on a number of questions, and he hopes they will make much progress over the years.

\* \* \*

Susan Smith of San Francisco Tomorrow, stated her displeasure at receiving no response from several communications to Airport staff, regarding action by the Commission. She said this goes back to 1976 and that her letters were omitted from staff consideration. She referred to the history of the EIS.

Mr. Heath rebutted her allegations stating her communications were not in his file, but that appropriate material was forwarded to the Commission.

Ms. Smith then brought up other questions regarding the passenger handling capacity of the Airport. She was told that the plans for expansion were approved by the Board of Supervisors in 1976; that the plans called for fewer gates and that it was less expensive than previously presented; that the most important way to measure an airport would be the number of flights, the noise level, etc.

She then asked if the passenger handling capacity would double when the North Terminal opens.

Mr. Robert G. Lee answered it would double the areas of our present terminal facilities. He pointed out that the existing Central Terminal and South Terminals were designed to accommodate some 12 million passengers, but last year they handled over 19 million passengers.

Commissioner Kadish said she can appreciate that what is past is also present, but that we should deal with what is the direction of the airport now under its present leadership. She said both Commission and staff agree that will save lots of time and headaches. The procedures are changing as can be seen from the changed agenda format. There has not previously been an agendaized section of management reports. If there is a matter that needs to be discussed and that Ms. Smith feels should be agendaized, that desire should be transmitted to Mr. Heath so that it can be set for the next meeting.

Ms. Smith went on to bring up other matters such as the Garage, EPA and FAA.

-more-

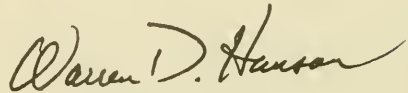




Mr. Heath said there were many distortions and half-truths in her address, which were very unsettling to him. He refuted many of the statements made. He added, he thinks Commissioner Kadish's suggestion will eliminate a lot of the allegations. He said that any matters of concern must be submitted in writing to Airport staff before it can be put on the agenda.

Commissioner Bernstein, addressing Ms. Smith, suggested that she write a letter and we will be glad to put it on the agenda.

The meeting was adjourned at 3:45 PM.

A handwritten signature in cursive script, reading "Warren D. Hanson". The signature is written in dark ink and is positioned above the printed name.

Warren D. Hanson  
Acting Secretary  
Airports Commission





ART COMMISSION CITY AND COUNTY OF SAN FRANCISCO

When Commissioner Montgomery asked me to make this presentation before the Airport Commission this afternoon, I foresaw a long and possibly complex session ahead for all of us, since the Art Commission's file on the enrichment of the North Terminal is fairly voluminous. But now, having been over all the correspondence, minutes of committee meetings, and committee reports on this matter that have accumulated since it was first brought to our attention, I am happy to say that for the time being, it boils down to a fairly small number of practicalities and one difference of emphasis between the two commissions which is clearly far less severe than some of our recent exchanges might indicate.

Let us begin with the practicalities.

At the very start of our collaboration, the two commissions agreed upon 17 locations in the North Terminal to be enriched with art of different types, media, and styles. The Art Commission has undertaken the preliminary steps toward the inauguration of the work in five of these locations, leaving twelve of them completely open for consideration later.

So far, one direct commission has been given to Freda Koblick of San Francisco for a piece of sculpture in Location # 12, the hub area of the central lobby. Miss Koblick is a specialist in the use of transparent and translucent sculptural materials, and in our judgement, her work is especially well suited to that space.

Competitions have been planned for four other areas.

Two competitions will take place in connection with Location # 3, the south wall of the northwest and northeast concourse. The original recommendation for this was "a series of paintings, double the required number to provide a rotating exhibition; actual number to be decided later." We are proposing to go a little slow on this, to select not more than 20 works at the outset, but to fulfill the ambitious idea of the rotating exhibition when, as, and if it seems feasible. Meanwhile our two competitions for Location # 3 are as follows:

1. A limited, invitational competition restricted to 30 painters of California. We should like here to emphasize that among the 30 painters selected by the Art Commission to receive this invitation, the names of 12 appear on a list of desirable artists submitted to us by the Airport Commission.

2. An unlimited competition open to all artists living within



a 100-mile radius of San Francisco to take place during the San Francisco Art Festival in September.

Both competitions are limited to paintings or works in polychrome relief with maximum dimensions of four by eight feet and minimum dimensions of four by four. Both competitions will be juried by the Visual Arts Committee of the Art Commission, the Director of the Airport, and designated members of the Airport Commission.

For Location Number 6, described as "security area to connector," with two walls each 10 feet high and 64 feet wide, the Art Commission proposes a competition limited to 18 artists of California for a mural composition or sculpture relief. Suggested materials are ceramic tile, Byzantine mosaic, metal polychrome, or other substances not easily vandalized. Paintings, photographs, or collages are not considered suitable for this area.

A competition for Location 11, described as "Lounge (Hub), Southwest and Northwest walls, 46 feet wide and 10 feet high", has been approved by the Visual Arts Committee of the Art Commission, but details concerning it remain to be worked out.

All designs, models, maquettes, and so on resulting from these competitions will be submitted to the Airport Commission, so that it will be doubly involved in them, since members thereof will also serve on the preliminary juries.

The Airport Commission has approved the selection of Miss Koblick and has sanctioned the open competition for Location # 3. We solicit your approval for the other competitions mentioned here and for another proposal passed by our Visual Arts Committee--that the Art Commission design and provide a series of portable panels for the North Terminal, these to be used for temporary displays of children's art, for future plans for the airport, or anything else the Airport Commission may desire.

So much for the practicalities.

The Art Commission is by no means opposed to the use of works by artists of national and international reputation at the North Terminal, but tends to stress the artists of the Bay Region and of California for several reasons.

The first and most important reason is that the Bay Region is one of the major cultural centers of the world, but it has the unfortunate, provincial habit of valuing what it can buy over what it can do. We feel it is high time that the artists of the Bay Region were given priority in a major effort like this one, as the artists of Paris, London, or New York would be given priority in similar ventures in those cities. We know that giving priority to a well-selected group of Bay Region artists will in no way diminish the quality of the result we all desire. We wish to stress the fact that many Bay Region artists are national and international celebrities; this includes artists who no longer reside here but who got their start here and are generally regarded as members of the Bay Region art community. However, in the event that our efforts do not produce art of the proper quality among the Bay Region community, we shall





then move elsewhere.

We are convinced that people come to the Bay Region to see what the Bay Region is like, not primarily to experience here what can be experienced in other places. We agree, however, that some examples of the work of well-known names from elsewhere can serve as contrast and measuring stick for the local work, provided we can afford it. International artists come high. The talk about their employment at the North Terminal goes on without any knowledge of their prices.

In the discussion of the North Terminal project early on, the observation was made that an airport is not a hotel lobby. True, but neither is it an art museum. But art should be used in airports to provide an atmosphere for all and a sense of the local tempo and temperature for those knowing enough to discern their expression in art.

The term "airport art" was coined to describe commercialized forms of native crafts; it may also come to mean a standardized international modernism taking its cue from the big dealers in big names. We must not let that happen here. San Francisco is fond of congratulating itself on its cultural status, but often fails to follow through. We propose to avoid that failing.

Alfred Frankenstein  
Vice-President, San Francisco Art Commission

July 9, 1977



June 6, 1977

Mr. Robert G. Lee,  
Deputy Director & Chief Engineer  
Airports Commission  
San Francisco International Airport  
San Francisco  
California 94128

Dear Mr. Lee,

\* \* \*

"The Art Commission is keenly aware of its responsibility to the community and to the city, and consistent with its charge, will bend every effort to acquire the best possible art work for this major facility.

"You will agree that a work of art stands by itself, and is not sanctified by a name. Under these conditions we will seek the best, first from the artists active in the Bay Area, and if the requirements for quality are not met on this level - we will then range beyond to the State of California or to the national and international scene if need be; but in all cases - our criteria shall be the same - namely the best and proper art work for a given site.

\* \* \*

"The airport has made a particular point of the time factor, and we would like to point out that proposed competitions - national or international - are out of the question, if we are to meet your schedule.

"Finally, the Art Commission is concerned with the living artists. It is to him and his future that we will address ourselves - comforting ourselves with the fact that artists who have passed on have had their opportunity to add to our tradition and artistic heritage, and that we now offer living artists the same opportunity."

Sincerely,

E. J. Montgomery,  
Chairperson  
Visual Arts Committee



# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

**AUGUST 2, 1977**

DOCUMENTS

AUG 19 1977

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**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**RUTH S. KADISH**

**Vice-President**

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William K. Coblentz

Absent:

Commissioner William E. McDonnell

The Minutes of the Airports Commission meeting of July 19, 1977,  
were approved and adopted as presented.

\* \* \*

Commission President Bernstein called for presentation of Management  
Reports:

Mr. Richard Heath, Director of Airports, spoke on developing policy  
statements, so that the airport staff can respond and develop a  
program of action plans to carry out policies. He requested sug-  
gestions from the Commission now, then staff would put them in reso-  
lution form, get back to the Commission with suggestions, and submit  
them formally at the next meeting.

Commissioner Kadish said she had three, which she read:

"It shall be the policy of the San Francisco Airports Commission  
that:

- (1) The construction of the San Francisco International  
Airport be completed as rapidly as possible, to end  
this source of inconvenience to the public and pro-  
vide complete and comfortable facilities to the  
traveling public.
- (2) San Francisco International Airport should become the  
leading airport in the world in searching for, finding  
and implementing means to reduce noise and air pollution.
- (3) San Francisco International Airport should become the  
world's leading airport in researching and finding  
effective methods of energy conservation including:
  - a. Better use of existing mass transit
  - b. Increase mass transportation capabilities
  - c. Energy efficient buildings
  - d. Developing alternative sources of energy."

To this, Commissioner Bernstein added two policies he suggested be  
adopted:

- "1. Passengers at the Airport should be treated as customers  
of the Airport - All Airport personnel, all airline  
employees, and all employees of concessions, should treat  
Airport users with kindness, courtesy, dignity and respect.
2. All public portions of the Airport should be kept clean  
and free of litter at all times and the Airport should be  
a facility of which all San Franciscans can be proud."





Commissioner Kadish said there should be a policy manual in which there is a codification of all the policies of this Commission, which would be easily and readily accessible to everyone.

Mr. Heath added that was his intention. He said we should also have procedural policies; it can be in manual form and available to any member of the public, staff, and tenants of the airport. He said he felt it would be appropriate if Commissioners would review this statement periodically, at least yearly, and determine if there are new ones which should be added, any changes or priorities that need to be redefined.

On the subject of SamTrans Mr. Heath had hoped to have a detailed report but found in going over the data, we could not verify the information. Therefore he asked to put it over until a later meeting. SamTrans is running many buses in and out of the airport. He said we intend to find out what their capacity is and at what percentage of that capacity they are operating; he would like to transmit those findings, along with hard data from other carriers, and try to give a complete picture of the whole access transit situation. We would like to do more research in that area before reporting to the Commission.

Commissioner Kadish added we would like to know the schedule from San Francisco to the Peninsula - the interim stops between San Francisco and the Airport.

Mr. Heath said one of the main purposes of this study is to adjust the services to meet the needs for transit.

Mr. Heath had discussed the PSA move with Mr. Ed Garrity, Maintenance Manager for PSA. PSA has increased maintenance personnel in San Francisco from about 50 to about 100. Most of the additional 50 were transferred from the San Diego facility. They are not closing or phasing down the San Diego facility, they ran out of room. The San Diego curfew had nothing to do with this move. The move has been planned for over a year. The basic plan is to equalize the aircraft maintenance and repair work that is done between the San Francisco facility and the San Diego facility. The San Francisco facility will be doing routine maintenance and phased overhaul; instead of doing a complete overhaul at once, they will do it in phases over a period of time. There will be no change in aircraft movements and no increase in runups. PSA does very little engine work here and will not increase engine work as a result of this. In the future they will start some wide body refurbishing here. At that time they expect to hire 75 to 100 additional local people for maintenance.

Ms. Anita Maraviglia asked if they plan to have a car pool or bus system for those workers, to which Mr. Heath replied he did not know. He added we sent out questionnaires and said one of the things we hope to work on is specific plans to get employees to and from the Airport by use of some means other than private automobile.

Mr. Heath then asked Mr. Arnold Feener, Noise Abatement Officer, to present a report on the noise abatement program. Mr. Heath wished to put the matter on calendar for the September 6 meeting, when everyone has had an opportunity to read the report. Mr. Feener will present the matter, including any comments and suggestions from the public at that time. Copies of the preliminary report were distributed to the Commission and public.



On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0207

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids on Airport Contract No. 1040, Furnish and Install Chlorinator, Water Quality Control Plant.

Mr. Heath stated this resolution calls for a bid on the installation of a chlorinator, to be completed in 30 days, at a cost of \$8,000.

\* \* \*

Due to a protest by another bidder, Agenda Item No. 2, Contract No. 937, regarding the Industrial Wastewater Collection System, Phase I, was taken off calendar until the affirmative action requirements can be met.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0209

Resolution awarding Airport Contract No. 941, Improvements to Sewage Pumping Station No. 1, to W. R. Thomason, Inc., P. O. Box 2249, Martinez, CA 94553, in the total amount of \$47,900.00.

Mr. Heath said this contract was previously approved, received nine bids and was awarded to the Thomason Company. It will eliminate hazardous working conditions and is recommended for approval.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0210

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 75 through 82, and requesting the Controller's certification of Modification No. 22 to Airport Contract No. 650C, in the total amount of \$20,679.00.

Mr. Heath said this is a series of small change orders previously approved; that United Airlines has requested these changes and has deposited funds in a trust to cover the cost of these changes.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0211

Resolution approving professional services contract with Dames & Moore, Civil Engineers.

Mr. Heath said this contract is to provide professional soil and foundation engineering services as required in connection with the dynamic seismic analysis of the proposed Air Traffic Control Tower to be constructed within the central open space of the Ground Transportation Center, in order to make sure the tower is as earthquake proof as possible. On advice of a large number of sources, it is requested that Dames & Moore receive the contract for the work.

Ms. Susan Smith, San Francisco Tomorrow, read a statement (copies were distributed to the Commission) which is attached and incorporated in these minutes by reference. Her statement questioned the environmental impact of the tower.

Mr. Heath stated the environmental impact statement (EIS) prepared by FAA with the cooperation of airport staff, included a complete environmental impact analysis of the structure. The location of the tower has been approved by FAA and the Airline Pilot's Association.

Ms. Smith believed this matter should go through the City Planning Commission, and requested that this be done and reported to her at the next meeting.

Commissioner Coblentz reminded her the airport was not located in the City and County of San Francisco, and questioned whether it was necessary to go through the City Planning Commission.

Mr. Heath advised that we were required to go through the Planning Commission for the environmental impact report and that the original EIR included a general description of the FAA tower. However, since the tower is going to be funded by FAA and the Federal law requires the EIS, it is not the responsibility of the Airports Commission but that of the FAA. The FAA does not have a requirement to go through the City Planning Commission.

Mr. George Baglin, Utilities General Counsel, concurred with Mr. Heath's statement, that every requirement has been met.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0212

Resolution approving FAA Water/Sewer Contract.

Mr. Heath stated this is routine and provides documentation stating that the Airports Commission has adopted the water/sewer rates fixed by a governmental regulatory body, thereby enabling the Federal government to pay its water/sewer bill.

\* \* \*





On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0213

Resolution approving the final plans and specifications submitted by United Airlines showing proposed improvements to the electrical system in the B-29 Hangars at the Maintenance Operations Center.

Mr. Heath stated the engineering staff has reviewed the plans, concurs and recommends approval, and that the work will be done by United at its own and sole expense without rental credit at an estimated cost of \$90,000.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0214

Resolution approving the final plans and specifications submitted by United Airlines showing the removal of their Wash Hangar from the northeasterly corner of Plot 4 and the construction of a ground equipment maintenance shop on Plot 4 nearby the Western Division headquarters building.

Mr. Heath stated the wash hangar must be removed to permit the construction of the north terminal apron and taxiways in that area. The Commission visited the site of the location and approved it after United agreed to set the building line 100 feet back from the existing fence along Road R-18.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0215

Resolution authorizing the settlement of claim of Hudy Dossman, against the City and County of San Francisco, in the amount of \$3,500.00, for alleged injuries sustained at San Francisco International Airport.

Mr. Heath stated this is a negligence claim brought against the Airport. The City Attorney recommended settlement.

\* \* \*

Commission President Bernstein called for the next calendared item, which was a presentation by San Francisco Tomorrow.

Mr. Heath stated he received a request from Susan Smith to calendar certain items, but that it was not clear what was wished to be discussed, whereupon Commissioner Bernstein called on Ms. Susan Smith.

Ms. Smith read from a prepared statement (copies were distributed to the Commission) which is attached and incorporated in these minutes by reference.

-more-



As a result of Ms. Smith's reading of the attached statement with additional interposed remarks, Commissioner Kadish commented that there is an assumption on the part of what was presented that one or all of the Commissioners have not read the reports and materials referred to, have not read the EIR, and have not done their homework. She said that assumption and statement of said assumption is as presumptuous as anything she has encountered. She attested that the statement was unwarranted and requested an apology from Ms. Smith. Ms. Smith then stated she was sorry that such impression was given, that it had not been her intent.

Mr. Heath stated that in view of Ms. Smith's repeated allegations that Commission is not in compliance with State and Federal environmental requirements, he felt it well to present what is going on so far as the Airport expansion, modernization and replacement is concerned. The facts are important to keep in perspective. He read a prepared statement (copies distributed to the Commission and public) a copy of which is attached and incorporated into these minutes by reference. He pointed out the Board of Supervisors had approved the State EIR.

Commissioner Kadish then read a statement which is attached and incorporated in the minutes by reference, relative to air pollution and the role of the airport in mitigating the effects of such pollution.

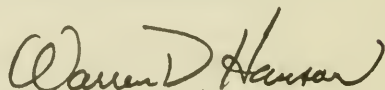
Mr. Heath felt he should not let the meeting close without further refuting statements of Ms. Smith, saying that she will take one statement, put it out of context and quote it as if it is an actual fact and law. He said he did not believe it was necessary to file an entirely new EIR and he requested the Utilities Gen. Counsel to respond.

Mr. Baglin stated the law does not require each individual item to go through an EIR process; the process followed here has been approved by the Planning Commission, the Board of Supervisors, Courts of California, and that is all that is necessary to comply with the Environmental Quality Act.

Ms. Rose Urbach said she lives in San Bruno, which is one of the air basins, and that there is a tremendous amount of air pollution.

Commissioner Bernstein said there is no one who would pretend that the air around an airport is clean air, but that we are making every effort to reduce the pollution.

There being no further business, the meeting adjourned at 3:45 PM.



Warren D. Hanson  
Acting Secretary  
Airports Commission



August 2, 1977

Attn: S.F. Airport Commission.

Re: Item #5, seismic analysis CONTROL TOWER.

As a city-wide public interest group, San Francisco Tomorrow requests that this seismic analysis be expanded to include the one or two best alternative sites as part of an environmental assessment required by the California Environmental Quality Act and the National Environmental Policy Act.

It was stated in mid-May when this matter was first brought up that the EIR of 1973 included analysis of the Control Tower impacts. However, it does not.

As the decision-makers referred to in this process, the Airports Commission is asked to judge this matter itself. If the following data is in the 1973 EIR, then the assessment exists and can be immediately circulated for comment:

1. ALTERNATIVES - what alternative sites are studied which would lessen all of the following impacts.
2. ENERGY.

What will be the annual power and other energy demands of the structure as planned?

What amount of energy will be consumed in the manufacture of the materials and/construction process?

3. SEISMIC.

Of the two or three best sites, which has the best soil foundation for seismic purposes? What effect, if any, has height on stability under earthquake stress?

4. WIND.

What will be the wind force produced by the structure and what will be the impact on people or aircraft, if any? What alternative locations or heights lessen these effects?

5. VISUAL.

Why are most other control towers including the present control tower much less tall? What is the visual impact on San Mateo County.

What are the alternatives - what are the comments of the FAA and the Airlines Pilot Assn. on these choices?

The environmental assessment that is due the public could be near completion by now if begun in May. *Joe Smith*





Ms. Susan Smith

August 2, 1977

For: S.F. Airport Commission.

Re: August 2 Agenda, Item #10, San Francisco Tomorrow.

San Francisco Tomorrow has the utmost respect and admiration for Mayor George Moscone - this commission will soon represent his administration.

This country's future is very different from what it appeared to be seven years ago when the expansion program began. The goal of the National Environmental Policy Act and the California Environmental Quality Act is to conserve scarce resources, and to ensure that there is undiminished quality of life for those who come after us.

The Airport Commission agendas rarely include a full discussion of the great policy issues facing it, nor is background information provided which would serve to protect the public interest - the long term best interest of the city. Every commission, you hardly need be reminded, owes its first loyalty to the city. Your usual audience may not be sympathetic to where your first loyalty lies; one would guess that few live in San Francisco, who attend these meetings, other than the commissioners themselves.

It would be much healthier to acknowledge and then deal with the strong conflict that will always exist between what the airport will demand from the city and its resources and what is in the best interest of the city to give and permit.

We would like to initiate only one area of discussion today, the failure of the airport's forecasts. There are really only two other areas of discussion, which we asked to be calendared,

(1) The responsibility of 'decision-makers' to implement the National Environmental Policy Act.

A discussion of this issue includes the Final Environmental Impact Statement circulated at the end of April, the actions and intent of the Department of Transportation (U.S.) Memorandum and the EPA finding that the document was 'unresponsive' and the project 'environmentally unsatisfactory'.

We view the actions recommended to the commissioners as in total conflict with these reports - the expansion itself and the mid-Bay garage contract.

(2) The alternative of keeping the airport capacity to 24 million for the foreseeable future and putting the airport modernization program on a 'pay as you go basis'.





These issues have not been calendared for discussion at any time during the past three months. If the Airport Commission is not conversant with the issues, then it can hardly deal with the problems.

In terms of the failure of the Airport's Forecasts, we request that pages 1-1 through 1-8 in the August 10, 1973 Draft EIR be attached to the minutes of this meeting.

Page 1-7 shows that the design level of the airport now is 17.4 million annual passengers; the completion of the North Terminal will accommodate 24.4 million passengers.

Page 1-6 of the EIR states:

'Should passenger growth not increase as rapidly as predicted, the Airports Commission would evaluate the requirements for the subsequent stages.'

Page 1-1 states,

'The Airport plans are directed toward providing facilities which will serve a predicted 31 million passengers per year by approximately 1985...'

Page 1-5 shows that S.F. Airport had approximately 14 million passengers fiscal year ending 1970 (see also Page A-17 of the 'Official Statement for the Sale of Airport Revenue Bonds 1976'

As of fiscal year ending June 30, 1977, S.F. Airport had 17.9 million passengers. (Neither of the aforementioned documents includes 'through' passengers; to keep the year to year figures consistent, we request that 'through' passengers be omitted in future discussions of passenger and terminal capacity.)

The forecasts of need for the proposed additional to 1985 or 1990 expansion to 30 or 31 million have virtually failed. The growth trends are unfavorable. As the Pent, Marwick, Mitchell 1976 Rate Study says on Page 5,

'Thus it is imperative that no irrevocable commitment be made to proceed with any long-term development program based on any given, fixed schedule.'

The present expansion of S.F. Airport was based upon a presumed ~~14~~ need to handle 31 million passengers by 1985. That need no longer exists; the environmental consequences



AIRPORTS COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO  
GEORGE R. MOSCONE, MAYOR  
SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128  
(415) 761-0800



WILLIAM E. McDONNELL  
PRESIDENT

WILLIAM H. CHESTER  
VICE-PRESIDENT

WILLIAM K. COBLENTZ  
MORRIS BERNSTEIN  
RUTH S. KADISH

WILLIAM J. DWYER  
DIRECTOR OF AIRPORTS

MEMORANDUM

August 2, 1977

TO: MEMBERS, AIRPORTS COMMISSION  
Hon. Morris Bernstein, President  
Hon. Ruth S. Kadish, Vice President  
Hon. William E. McDonnell  
Hon. William K. Coblentz

FROM: Director of Airports

SUBJECT: Historical Summary of the San Francisco  
International Airport Expansion, Modern-  
ization and Replacement Program

This memorandum is designed to provide a concise summary of the steps that have been taken to date in the Airport Expansion, Modernization and Replacement Program.

1. Work began on the Master Plan in 1969.
2. The formal Master Plan was proposed and adopted by the Airports Commission in 1972.
3. Under State law, the Airports Commission was required to prepare an Environmental Impact Report.
  - (a) The report was prepared by the Airport staff and the City Planning Commission and published on August 10, 1973.
  - (b) Public hearings were held in San Francisco on September 27, 1973 and October 11, 1973.
  - (c) Public hearings were conducted by the San Mateo County Planning Commission in San Mateo County on September 26, 1973.
  - (d) Revisions were made in the EIR in response to the public hearings.
  - (e) The document was approved as final by the San Francisco Planning Commission on October 18, 1973.



(to Members, Airports Comm., cont.)

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- (f) The EIR was approved by the Airports Commission on November 7, 1973.
  - (g) The San Francisco Board of Supervisors, in a Committee of the Whole, held a public hearing on the EIR and approved it on December 26, 1973. (A copy of the Board of Supervisors Resolution 856-73 is attached and attention is called to the final three paragraphs.)
4. The Environmental Impact Report was tested in the State Court and Federal Court.
- (a) An action was filed in the Superior Court of San Francisco by San Francisco Ecology Center alleging that the Environmental Impact Report was not adequate. The case was appealed to the Court of Appeal of the State of California, First Appellate District, Division Four. In Case 1/Civil 36278, the Court of Appeal found that the EIR was adequate and that "the findings of the Airports Commission and Board of Supervisors are supported by substantial evidence."
  - (b) Friends of the Earth, Inc., filed an action in the United States District Court for the Northern District of California, alleging that the Airport was required under Federal law to file an Environmental Impact Statement covering the entire program. This contention was rejected by the District Court. The case was appealed to the United States Court of Appeal for the Ninth Circuit. In case 74/3490, the Ninth Circuit Court of Appeals upheld the District Court and found that an Environmental Impact Statement covering the entire Program was not required since 90% of the Program was to be funded solely from Airport revenues. The Court found that an Environmental Impact Statement was necessary only for that 10% of the program which would be partially funded by Federal tax dollars.
5. As required by Federal law, the Federal Aviation Administration with the cooperation of San Francisco Airport staff, prepared an Environmental Impact Statement. Despite the Federal Court ruling that the Statement was required to cover only 10% of the program, the





(to Members, Airports Comm., cont.)

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5. Environmental Impact Statement did, in fact, cover the entire Expansion and Modernization Program.

- (a) Public hearings on the Environmental Impact Statement were held on September 24, 1975, October 7, 1975, and October 9, 1975.
- (b) After revision, the Environmental Impact Statement was submitted for public comment on June 2, 1976.
- (c) Public comments were received from a wide variety of persons and organizations.
- (d) The final Environmental Impact Statement was released on March 9, 1977, and was approved by the Department of Transportation on April 15, 1977.
- (e) The Department of Transportation approved the EIS, subject to two qualifications. (Copy of the memorandum dated April 15, 1977 from Acting Assistant Secretary for Environment, Safety and Consumer Affairs containing the two conditions is attached.)
- (f) It should be noted that the second condition imposed by the Department of Transportation requires the Airport to remain in compliance with the California Airport Noise Law through 1980. The San Francisco International Airport is presently in compliance with the California Airport Noise Law. It is the only major airport in the State which is in compliance, all others have had to ask for variances.
- (g) The Federal Environmental Impact Statement became final on June 15, 1977.
- (h) Despite the fact that a letter from the Environmental Protection Agency raised objections to the EIS almost a month after the EIS became final, and despite the fact that this letter has no legal effect, the FAA and the Airport staff are continuing to work with the Environmental Protection Agency to determine their specific objections to the Airport program and to meet those objections to the extent possible.

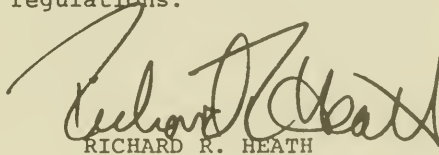
6. The Expansion phase of the 1973 program has already been funded, is under contract, and should be com-



(to Members, Airports Comm., cont.)

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6. pleted in the calendar year 1978.
7. The Modernization phase remains to be accomplished.
8. The Program as presently planned, contemplates an addition of 1.2 million square feet to the Airport Terminal facilities. The 1973 Program which was approved by the Board of Supervisors and which was described in the Environmental Impact Report, proposed additional square footage of 1.5 million.
9. The 1973 Program proposed that the Airport have 80 arrival and departure gates. The present program has reduced that to 77 gates. Thus, the 1973 Program has been substantially reduced in size. It has not been expanded. The Program as approved by the Board of Supervisors in 1975 was projected to cost \$469 million. Present projected cost is \$411 million.
10. In summary, the Airport Expansion, Modernization and Replacement Program has complied with all Federal, State and local laws; it has undergone extensive review through the State Environmental Laws and the Federal Environmental Laws. An Environmental Impact Report was prepared, tested and found adequate by the State Court; an Environmental Impact Statement describing the entire project has been prepared, reviewed and has become final; the Airport has been and remains in compliance with the California Airport Noise Law; the Airports Commission has acted totally and completely in compliance with all applicable Federal and State laws and regulations.



RICHARD R. HEATH



ADOPTING THE ENVIRONMENTAL IMPACT REPORT FOR THE SAN FRANCISCO INTERNATIONAL AIRPORT EXPANSION PROGRAM; DETERMINING THAT SAID PROJECT WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT; AND DETERMINING THAT THE SOCIAL, ECONOMIC AND ENVIRONMENTAL BENEFITS OF THE PROJECT OUTWEIGH THE ADVERSE ENVIRONMENTAL EFFECTS THEREOF AND IT IS IN THE PUBLIC INTEREST THAT THE PROJECT BE CARRIED OUT.

WHEREAS, The Planning Commission of the City and County of San Francisco has heretofore held public hearings and made findings pursuant to the California Environmental Quality Act of 1970, as amended (CEQA), the Guidelines for Implementation of CEQA promulgated thereunder and Ordinance No. 134-73 establishing objectives, criteria and procedures for environmental evaluation of projects and preparation of environmental impact reports also promulgated under CEQA and has by its Resolution No. 7091 found that the environmental impact report entitled "Final Environmental Impact Report, San Francisco Airport Expansion, San Francisco International Airport, EE 73-88, October 18, 1973" is adequate, accurate and objective and said Commission has also found that said project as proposed will have a significant effect on the environment; and

WHEREAS, On October 23, 1973 this Board of Supervisors received said final environmental impact report, consisting of the Draft Environmental Impact Report dated August 10, 1973, the Appendices dated August 10, 1973 and the Comments, Revisions and Responses to Comments dated October 11, 1973 and Addendum thereto, certified complete by the Planning Commission, copy of which together with Planning Commission Resolution No. 7091 is on file with the Clerk of the Board of Supervisors; and

WHEREAS, The Airports Commission, by Resolution No. 73-0234, copy of which is on file with the Clerk of the Board of Supervisors, has adopted said final environmental impact report and has recommended

Board of Supervisors

that this Board of Supervisors adopt same; and  
 WHEREAS, This Board has conducted a public hearing as a Committee of the Whole on the matter of adoption of the final environmental impact report as a condition precedent to determining whether or not to carry out said project; now, therefore be it  
 RESOLVED, That this Board of Supervisors signifies its consideration of the final environmental impact report entitled "Final Environmental Impact Report, San Francisco Airport Expansion, San Francisco International Airport, EE 73-88, October 18, 1973" by adopting said final environmental impact report; and be it  
 FURTHER RESOLVED, That this Board of Supervisors hereby finds and determines that the San Francisco International Airport Expansion Program as proposed and approved by the Airports Commission will have a significant effect on the environment; and be it  
 FURTHER RESOLVED, That this Board of Supervisors adopts and incorporates herein by reference the findings in Airports Commission Resolution No. 73-0234, copy of which is on file with the Clerk of the Board of Supervisors, and further finds and determines that the overall social, economic and environmental benefits of the project as proposed outweigh the significant adverse environmental effects on the environment and that it is in the public interest that the San Francisco International Airport Expansion Program as proposed and approved by the Airports Commission be carried out.

DEC 28 1973

Adopted—Board of Supervisors, San Francisco.  
 Attest: Supervisors Bartholmea, Chien, Sotomayor, Escobar, Gonzalez, Hopp, Mendelsohn, Melnick, Patel, Tamarit, van Boreklinga.

Noted: Supervisors ..... FINESTON ..... MOFF ..... AQUARAL ..... FIELDS

Absent: Supervisors ..... JAMES

I hereby certify that the foregoing resolution was adopted by the Board of Supervisors of the City and County of San Francisco

*[Signature]*  
 Clerk of the City and County of San Francisco





UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

## Memorandum

DATE: April 15, 1977

In reply  
refer to

SUBJECT: Proposed Final EIS, San Francisco  
International Airport Development Program

FROM : Acting Assistant Secretary for Environment,  
Safety, and Consumer Affairs

TO : Assistant Administrator for Airports Programs, FAA/AAP-1

We have reviewed the proposed final EIS for this program, and have discussed the proposal with members of your staff and with a representative of the San Francisco Airport Authority. Based upon these reviews and discussions, I have concurred in the EIS, subject to two conditions. I understand that these conditions are acceptable to FAA and the Airport Authority. The conditions are as follows:

1. That FAA place a condition on the grant for this program which would require the San Francisco Airport Authority to take the lead to develop a program, in conjunction with other local agencies, to achieve a level of transit service that will accommodate 25 percent of trips to the airport as part of any anticipated development beyond the 24 million annual passengers (MAP) level.

The importance of achieving a relatively high level of transit service to the airport is the result of various concerns, including air quality objectives noted by the California Air Resources Board (EIS, Volume 3, Part 2, Page iii-65). The EIS notes the condition established by the Metropolitan Transportation Commission (MTC) that 25 percent of ground access should be via transit before any project providing for greater than 24 MAP is undertaken. The ground access mitigation measures covered in the EIS (Volume 1, Chapter X) present several approaches to this concern, and a commitment by the Authority to this objective appears to be appropriate.

2. That FAA obtain a commitment from the Authority to expand its noise abatement program to consider the full range of alternative measures outlined in the FAA Noise Policy Statement of November 18, 1976, and to implement all feasible measures, with the objective of maintaining compliance with the California airport noise law through 1980.





The EIS notes a number of operational steps which have been taken at the airport to reduce noise impacts. It also indicates that the FAA noise policy promulgated in November 1976 will further reduce noise impacts in coming years. However, it does not reflect a commitment to serious study and implementation, where appropriate, of actions such as acquiring heavily impacted residential properties, installing sound insulation, or implementing a full or partial curfew to reduce noise impacts.

Attached is a copy of the proposed FAA decision memorandum on this program with my concurrence.

  
Martin Convisser

Attachment



Statement by Commission Vice President Kadish  
Regarding Carbon Monoxide (CO) Levels at the  
Airport and Adjacent Areas, August 2, 1977.

All airports with parking facilities; all freeways; all stop and go traffic (the single worst offender); all parking lots (at periods of concentrated entrance and exit at peak hours); all football, baseball, basketball stadium parking lots; all parking lots catering to opera, ballet, symphony, theater, rock concert patrons tend to exceed the ambient air quality standard for carbon monoxide (CO) at time of concentrated activity.

Fewer cars would contribute to diminished CO in the air - so bus transport would be an alleviating factor at the airport and this Commission has just gone on record adopting a policy on the matter of mass transit. There is overall inadequate regional mass transportation in the Bay Area - door to door transportation is not possible for many people.

If the Airport had not built a garage to handle cars coming to it, then private development outside the Airport would have provided the needed parking, which would be even closer to residential areas with even the possibility of encroachment of the resultant raised CO levels on the produce market, possibly causing damage to the fruits and vegetables sold and consumed in this area!



Having the garage at the Airport serves to minimize the impact of CO over a wider area. By not contributing to building in the outlying areas, this Airports Commission is aiding in, rather than hindering, the "non-degradation" of the environment.

Facts re ambient air quality for CO:

1. Not exceeded because of aircraft but because of auto traffic, which is source of CO.
2. Effect of CO is transient.
3. CO is the least toxic of materials the Bay Area Air Pollution Control District is concerned with.
4. CO has negligible effect on humans under airport garage conditions.
5. CO is controlled by good ventilation.
  - a. Good ventilation in garages is promoted by open sides. SFIA garage has that plus an open central core.
  - b. SFIA is in an area of good ventilation, i.e. an area of winds to dissipate CO.





# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

August 16, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**RUTH S. KADISH**  
Vice-President

**WILLIAM E. McDONNELL**  
**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E.  
McDonnell.

Absent;

Commissioner William K. Coblentz

The Minutes of the Airports Commission meeting of August 5, 1977, were approved and adopted as presented:

\* \* \*

Commission President Bernstein called for Management Report: At the request of Richard R. Heath, Director of Airports, Management Report A on the Parking Study, was given by Sheldon Fein, Traffic Engineer. A copy of his report is attached to these minutes and incorporated by reference.

Commissioner McDonnell asked how this has affected revenue and was told that it's about 30% up. When asked how they arrived at their figures, the Commissioner was told through the parking tickets issued. We have the total numbers of tickets for selected days and compare them to the same days last year.

Commissioner McDonnell then asked if they have found new ways of getting the most accurate figures and was told they now have new-type cash register.

Commissioner Kadish called attention to another chart. Mr. Fein explained the charts and stated we have some figures in September 1976 which indicated 92% stay for less than one day. This figure was brought to close to 90%. It indicated that 3/4 of the space was taken by long-term parkers.

Commissioner Kadish stated it is her impression that based on the figures in the chart, we are not fulfilling the obligation of the policy of the Commission to deter long-term parkers in favor of short-term parkers. They have gone elsewhere, possible to the rate change. We are losing 1/3 of the parkers, the amount of space is down 10% and the long-term parkers are paying the larger amount but not freeing the space. Even though we have 1/3 fewer parkers, the remaining 2/3 are using essentially the same space. She asked if Mr. Fein agreed, and he said we have not eliminated the problem of the long term parker in the garage.

Com. Kadish then asked if he had any suggestions as to what can be done to make more space available for the short-term parker until next year when the expanded garage is opened.

Mr. Fein stated we are now getting over the summer season, so beginning with the middle of September running through next May, we can get by without closing the Garage except during holiday periods. Hopefully by next May of June we may have additional space in the garage to handle the problem. The other approach is to increase the rate for those who remain in the garage for more than three days. This would affect a small percentage of garage users, but would free a great deal of space for the short term parkers.

Comm. Kadish stated she does not feel it is the role of the Commission to work out the method by which this is done, but rather to get assistance from people who have expertise in this areas and act on that. She requested there be a report at the next meeting, if feasible, to show how we can fulfill the policy adopted some months ago and to deter those long-term parkers who use over 1/3 of the garage space.



Com. McDonnell asked if Mr. Fein would be keeping those figures continually up to date each month so that you will know what the flow of traffic has been, to which he replied affirmatively. Com. Kadish added she thinks it is more than the closures, it is the access of the person who wants to come in and pick up somebody and who uses up his patience, pollutes the air and becomes antagonistic to the services available to him. It is important how we provide those services rather than provide garage facilities at very low rates.

Management Report B on British Airways services to San Francisco was presented by Mr. Heath, who stated as a result of the Bermuda Treaty between the U.S. and Great Britain, the new arrangement for flights between San Francisco and London will take place next year. Both PanAm and TWA now offer non-stop flights. BA will be flying non-stop to London. All seem to agree that it will be TWA to lose the non-stop privilege out of San Francisco. He said his understanding is there will be no additional flights but that we will have service from British Airways as well as Pan American.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0216

Statement of Policy, Airports  
Commission.

Mr. Heath stated that five policy statements suggested by members of the Commission were put into final resolution form to be approved by the Commission. He said we have made it clear from the final portion of the statement that these policies are not limiting, that additional policies will be added. He then read the policy statements, and said it is his intention to develop specific action plans to accomplish these policies.

Commissioner Kadish stated she felt it would be helpful if any future policies be tied in with the policies that have been adopted.

Commissioner McDonnell felt the policies should be reviewed every year as we add continually to something like this we could also make sure we delete obsolete items.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0217

Resolution requesting the Mayor to recommend to the Board of Supervisors a supplemental appropriation in the total amount of \$1,532,631 to provide funds for equipment for the North Terminal and Garage, and Airport Engineering and Inspection Services.

Mr. Heath explained that this is a supplemental appropriation from the 1967 Bond Fund. When a FAA project is funded we have to come up with total money in the front and then it is reimbursed. The reimbursed money goes back in the same fund and is reappropriated. The various items requested include furniture and equipment for the North Terminal.





Com. Kadish said she is concerned about figures in the estimate. She questioned the cost of step ladders and said there seems to be some discrepancy in the prices. She said the equipment should be reviewed in order to be satisfied that there is no basis for criticism. The pricing has to be justified. She said also that some of the plants recommended for decoration should be investigated; that she had spoken with some authorities in the area and has been told that the recommended plants are not suitable for indoors, that they are outdoor variety and would soon die, thereby leaving us with the expense of replacing them. Commissioner Coblenz agreed that this should be reviewed. She recommended that the matter be put over until the review has taken place, although she could not make the decision as to whether some of the items must be passed as of today.

Mr. Heath explained that delaying action on this matter would create a problem of getting the basic furniture for the North Terminal on hand. He related some of the items which he felt should be approved today. He said the plants and nursery items could be held over, as well as the conference room items.

Com. Kadish asked if 20 days delay would make that much difference; whether waiting until the September 6 meeting would be a hindrance.

Com. McDonnell asked Mr. Heath if he had had an opportunity to review the furniture, to which he replied he had not. Com. McDonnell said he would approve a vote on everything with the stipulation that Mr. Heath review the matters at his discretion. He asked whether we were talking about the conference room in the Central Terminal, and was told it is the conference room in the North Terminal. All the conference equipment is there for a specific purpose, Com. McDonnell stated if staff and the director are convinced there is a need for the equipment he would feel confident about it.

Mr. Heath stated the problem of putting it over is that it must go to the Board and the Mayor's office by a certain date.

Com. McDonnell said we could vote on it.

Mr. M.F. Bagan, Deputy Director, Operations/Maintenance, said he, too, was skeptical and went over each and every item and when he was through, he was convinced that the equipment was needed for the North Terminal. He said all his staff members involved in the use of the equipment were present at the meeting and that they could answer any questions.

Gerald Raye, Head Airport Electrician, explained that the building is designed in such a manner as to require the listed special equipment.

Com. McDonnell asked for reasons why certain ladders were needed. Mr. Raye explained the differing requirements between wooden ladders and fiberglass ladders.

Com. Kadish then directed her query to some stationary engineer items such as ladders at \$252.00 each. She questioned the necessity for such expensive ladders.

Mr. John Stainton, Senior Stationary Engineer, stated these are 10' ladders, which are extra heavy and have steps on both sides. He said the aircraft maintenance crews use them. When Commissioner Kadish asked why we need a two-sided ladder, she was told that our maintenance crews work in pairs and this is needed to balance the materials carried up the ladder.

Com. Bernstein stated he finds it difficult to reconcile an appropriation for \$1.5 million, that it seems like an outrageous amount of money. The airport needs additional engineering personnel during the construction period and they are funded from the bond fund. The resolution is asking for a continuation of the personnel now on board for an additional 1½ years.





Com. Kadish stated that since you are now aware of our concerns and there are many question, we could pass this item. You (staff) could look over the details within it (we would trust your judgement), then report back to us.

Commissioner McDonnell said I hope you do buy the best since it last longer.

Mr. Heath said one of the problems is we really don't have the kind of expertise we need in matters of this nature and in the future will ask the Commission for approval of a property manager.

Com. Kadish said on May 17 when this was discussed, one of the questions asked was how to receive competitive bids. The City Purchaser said they did accept equals and monitor progress. It is important that we get the quality but that we not so limit ourselves that we do not get competitive bids. There is no set of specifics in order to have competitive bidding and list of specifications. You use specifications from an equal plant. If a competitor says this is the same thing, we usually concur.

Com. McDonnell stated he hoped Mr. Heath would have time to look into the physical samples of heavy chairs, the colors chosen, the colors of walls, carpets, etc., and be sure that what is chosen is satisfactory.

Com. Pres. Bernstein requested the Acting Commission Secretary to change the resolution to coincide with the changes requested.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0218

Resolution rejecting the sole bid in thee amount of \$91,225 submitted by B. Fontana and Sons. Inc., and authorizing the Director of Airports to readvertise for new bids.

Mr. Heath said only one bid was received by staff and they feel it is too high. He was asked if the contract was rebid, whether the bidder would bid again. He said he did not feel they would come back and that there were other contractors who expressed an interest in the event of a rebid.



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolutions were concurrently adopted:

- No. 77-0219                      Resolution approving and ratifying the action of the Director of Airports in approving Change Orders Nos. 83 through 85, and requesting the Controller's certification of Modification No. 23 to Airport Contract No. 650C, in the total Amount of \$16,332.00
- No. 77-0220                      Resolution approving and requesting the Controller's certification of Debit Modification No. 24, to Airport Contract No. 650C, Completion of North Terminal Building, in the total amount of \$23,191.00
- No. 77-0222                      Resolution approving and ratifying the action of the Director of Airports in approving Change Orders Nos. 86 thru 89, and requesting the Controller's certification of Modification No. 25 to Airport Contract 560C, in the total amount of \$15,449.00

Mr. Heath said these modifications are for changes in light fixtures, change in type of sliding doors, changes in public health code of California, and getting account straight with the controller on previous modifications.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

- No. 77-0221                      Resolution approving and requesting the Controller's certification of Debit Modification No. 14 to Airport Contract No. 950, Boarding Areas H & I and Connector, in the total amount of \$30,467.00.

Mr. Heath stated this is essentially the same as item 5 except that it had to do with the boarding areas. He said it is also a code change item.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

- No. 77-0223                      Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Order No. 812-1 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$1,966.00.

Mr. Heath said the runway lighting fixtures protrude and must be removed in order to revise the lights.



Commissioner Kadish asked what was meant by the statement: "this was not known at the time of the bid."

Mr. Robert Lee, Deputy Director and Chief Engineer, stated at that time the proper lighting fixtures were not available and we had to cut out edges of the runway so protrusions could fit.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0224

Resolution accepting the work under Airport Contract No. 679, Cargo Area Access Road, as satisfactorily completed, approving and requesting the Controller's certification of Debit Modification No. 1 in the amount of \$3,379.31; and approving final payment in the amount of \$29,691.43 in favor of the contractor, Gray and Lewis, Inc., 781 Old County Road, San Carlos, CA 94070.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0225

Resolution accepting the work under Airport Contract No. 1037, Improvements to Restrooms, Upper Level, Piers "D" and "E", as satisfactorily completed; approving and requesting Controller's certification of Debit Modification No. 2 in the amount of \$160.64; extending the completion date from March 19, 1977 to March 30, 1977; and approving final payment in the amount of \$10,407.89 in favor of the contractor, Leon Carlen, General Contractor, 3232 Mission Street, San Francisco, CA 94110.

Mr. Heath said this item came in under the engineer's estimate. We had to extend the contract because of conditions beyond the control of the contractor.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0226

Resolution approving the professional services agreement with Hales Testing Laboratories, Oakland, CA 94621, for the period ending December 31, 1978 to provide specialized concrete testing services.

Mr. Heath said FAA requires us to do some special testing, some of which is beyond our capability. Staff investigated various facilities and found that Hale could do the best job at the lowest price. The contract would be limited to \$25,000.

\* \* \*





On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0227

Resolution approving an increase of \$100,000 in the Construction Management Consultants (CMC) Budget for 1977, to provide for additional testing, surveying and inspection services.

Mr. Heath said this is a modification of a basic agreement. He asked Mr. Robert G. Lee to give a further explanation.

Mr. Lee stated due to the volume of City's own work changes in the amount of \$10,000,000 on the North Terminal apron, our staff is so occupied that they cannot furnish these services. In the contract there is a provision that they can hire assistance. He said he thinks this is the most expeditious way of getting it done. He said the cost would be the same because there is no mark-up in the consultants' contract.

Commissioner McDonnell asked if CMC would use their own staff. Mr. Lee answered they would not, that they would go out and hire another consultant.

Commissioner Kadish called attention of the group to page two and asked if the City would bill the Airport. She was told that is our own staff.

Commissioner McDonnell said in order to do this they would have to hire a crew. He was told the consultants will hire and bill the City. He then asked if that was a set cost.

Mr. Grindheim, CMC consultant, stated that last year they returned money. It does not mean it is all going to be spent.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0228

Resolution approving the action of the Director of Airports in settling and compromising claims which resulted in payment under \$2,500.

Mr. Heath stated this involves a series of small claims, the largest of which is \$2,000.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0229

Resolution approving the final plans and specifications submitted by American Airlines showing alterations to be made within their portion of the Superbay Hangar at Plot 40 to accommodate relocations of activities resulting from the subleasing of a portion of the hangar to PSA.

Mr. Heath said American Airlines is subleasing part of their hangar to PSA. In order to do this the hangar must be redesigned. American will do the work at its own and sole expense and without rental credit.

\* \* \*



The next item was placed on the calendar at the request of the Airport Impact Reduction Force. Mr. Heath stated Ms. Anita Maraviglia asked a number of questions on air cargo. He said basically Japan Airlines and Flying Tiger Airlines are working on an EIR through which all these questions will be answered. He said whereas we, at this time cannot answer specific questions, the EIR will.

Commissioner Bernstein said Ms. Maraviglia would like to make some comments on this. Ms. Maraviglia asked Ms. Sylvia Gregory to highlight certain items.

Ms. Gregory read from a prepared statement and a chronology of the actions taken by San Mateo County.

To a statement that the Airport caused a delay in the land use plan, Commissioner McDonnell stated he did not believe the airport caused the delay. If the SFIA or City had not been interested in these items, construction of the North Terminal and Garage would have been complete in 1970. Construction was delayed to accommodate mass transit facilities.

Ms. Gregory said she thinks they wanted to show that the Federal monies are not supposed to be involved until there is a definite interaction land use plan. The land use plan is now started and it is after-the-fact.

Commissioner McDonnell said the land use plan will not affect what is done to the terminal. He said she is talking about land use of San Mateo County.

Ms. Gregory said she is talking about interaction with the lands around the airport.

Commissioner McDonnell asked about the Airport Impact Reduction Force stationery and asked about the group, whether it was chartered.

Ms. Gregory said it is a group of about 100 people; they have a membership that began as Friend of the Earth.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was discussed:

Resolution rejecting the low bid of M. G. M. Construction Company as irregular and non-responsible to City's Affirmative Action Requirements as determined by the Human Rights Commission and awarding the contract to the second lowest regular and responsible bidder, the Homer J. Olsen, Inc., Company, in the total amount of \$699,304.00.

Mr. Heath stated this was the contractor we had at the last meeting when we pulled the item off calendar because they had not met the human rights requirements. He said it is his feeling that MGM made a mistake in their bidding and he recommended approval of the Olsen company.

-more-



Commissioner Kadish asked what Mr. Lee's response would be to a request to reject all bids and resubmit for new bidders.

Mr. Lee stated that in analysing the bids already received, he doubts whether we would do any better; we may not even receive six bids; and that the engineer's estimate was \$700,000.

Commissioner McDonnell asked if there was a representative of the Human Rights Commission present. The Director of the Human Rights Commission, Mr. Grant S. Mickins, stated there are two basic areas that employees must comply with:

1. On any job of this nature the work force must be composed of a certain percentage of minorities and apprentices.
2. The minority representation schedule starts at 25% and de-escalates.

He said he met with the contractor and indicated there was a deficiency, told him we would assist him in meeting that requirement. The contractor indicated, after discussion, that he was unable or unwilling to meet any criteria. When Commissioner McDonnell asked if they had in the past bid for a City job, he was told that they did.

Commissioner Kadish then asked if they had complied in that instance, and the reply was that was several years ago prior to the adoption of the human rights guidelines.

Commissioner McDonnell then suggested that it be put out to bid again.

Mr. Allison, Attorney for Olsen, stated his point of view as to why they should be awarded the contract. He asked Mr. Glick to address the Commission on the delay of three weeks, (which is what it would take for the whole rebidding process). Mr. Glick cited certain controlling factors such as the weather, increase in price due to raises for employees, etc.

Mr. Lee talked with the top staff of Regional Water Quality Control Board and the only way the time schedule can be changed is through Board decision. They don't recommend any enforcement against the City if we think we can get a better bid.

Commissioner Kadish stated her reaction is that the reason M.G.M. is not complying is because they did not figure their job correctly, they had an out and they utilized it.

Mr. Lee stated we gave M.G.M. a list of subcontractors. He said it is his impression that they were reluctant to do anything.

Commissioner Kadish then asked if it would be the same bids.

Mr. Lee stated we would get only three bids; Olsen has performed work on the airport; they are reliable.

Commissioner Kadish stated when you figured your bid you knew you would be going into January first and would not be an overall effect on that labor cost. The diversion is approximately a two-month job. In either case, it would be an expensive job. She added, you had a representative bid for the work as originally outlined. When you bid work this late I think it is going to be more expensive.

-more





Commissioner Bernstein asked if they were a reliable company; they may have been too low; and that we could call a special meeting and get all the bidders together.

Mr. Heath said he thinks it is basically a policy decision.

Commissioner Bernstein said as a citizen he would be critical of any Commission that did not make some effort. He said he thinks they should get a look at it.

Mr. Glick said what if the contractor had bid \$200,000? Commissioner Bernstein then said he would be very critical of our staff. Mr. Glick said you are not complying with your own procedures; you want them to rebid with our prices exposed. In the government code there is a series of sections that relate to mistakes in bids. In the statutes there is a provision for relief for bidders. Commissioner Bernstein answered, but you are not allowed to bid that job again. That bidder would not get a second "bite of the apple".

Commissioner Bernstein asked if there was some evidence of a mistake being made. He was told, only the 50¢ bid against a \$10.00 bid.

Commissioner McDonnell asked staff if they publish their estimates, to which he received a negative reply. Mr. Lee then asked whether MGM made a mistake and was told they have not filed a claim that they made an error. The vote of the Commission follows:

Bernstein, no

Kadish, aye

McDonnell, no.

Commissioner McDonnell then made a motion to reject all bids and authorize a rebid, which was adopted;

No. 77-0230

Resolution rejecting all bids  
and authorizing the Director of  
Airports to call for rebids.

\* \* \*

#### Further Business

Mr. Heath stated that an artist has offered to the airport a wall mural which she did for a steamship line. He said a group toured the South Terminal and found a large blank wall on which this mural might be used if the Commission approves.

Commissioner Kadish stated she is concerned with the quality of it.

Commissioner McDonnell suggested that the same group which will be judging the art of the North Terminal be asked to look at the mural.

\* \* \*





Commissioner Kadish asked when there will be a report on the solar energy study.

Mr. Lee stated he is meeting with the consultant Thursday on the final report.

Commissioner McDonnell asked if they are within the time limits set.

Mr. Lee answered the next application for Federal funds is an indication that it is on time.

There being no further business, the meeting adjourned at 4:30 PM.

*Warren D. Hanson*

Warren D. Hanson  
Acting Secretary  
Airports Commission



August 1, 1977

PARKING STUDY - SFIA GARAGE

As a result of 289 garage closures in 1976 and large scale traffic diversions to the Economy Parking Lots, the Airports Commission at the February 15, 1977 meeting established a policy that "top priority be given short-term parkers; that the rate structure deter long-term parkers (from utilizing the garage)."

The following garage parking rate increase was put into effect on April 1, 1977 in order to accomplish the Commission's policy:

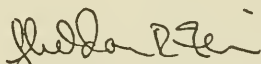
Hours	Rate	Hours	Rate	Hours	Rate
0-1	\$ .50	3-4	\$2.00	6-7	\$4.00
1-2	1.00	4-5	\$2.50	7-8	5.00
2-3	1.50	5-6	\$3.00	8-24	6.00

The following comparisons of parking characteristics are made for the purpose of evaluating the garage parking rate increase in terms of accomplishing the Airport Commission's policy.

Garage	1976 April-July	1977 April-July	Change
Number Closures	106 Times	16 Times	- 90 Times
Total Hours Closed	154 Hours	13 1/2 Hrs.	- 140 1/2 Hrs.
Garage Parkers (0-3 Hrs)	826,000	905,000	+ 79,000
" " (4-7 Hrs)	25,000	28,000	+ 3,000
" " (7-24 Hrs)	57,000	35,000	- 22,000
" " (1-3 Days)	56,000	38,000	- 18,000
" " (Over 3 Days)	23,000	15,000	- 8,000
TOTAL GARAGE PARKERS	987,000	1,021,000	+ 34,000



On August 1, 1977 the capacity of the garage will be reduced by 250 additional parking spaces as a result of the commencement of Contract 1015. THE AIRPORT GARAGE WILL BE CLOSING AGAIN ON A REGULAR BASIS WITH LARGE SCALE DIVERSIONS TO THE ECONOMY PARKING LOTS UNLESS VEHICLES PARKING IN THE GARAGE FOR MORE THAN 48 HOURS ARE ELIMINATED.

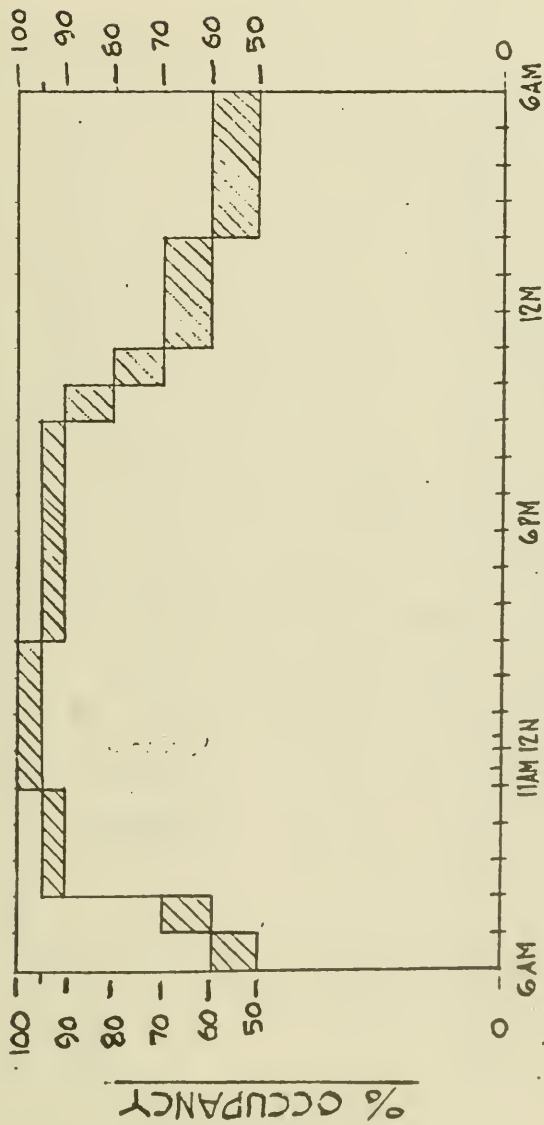


Sheldon Fein  
Airport Traffic Engineer





# SFIA GARAGE



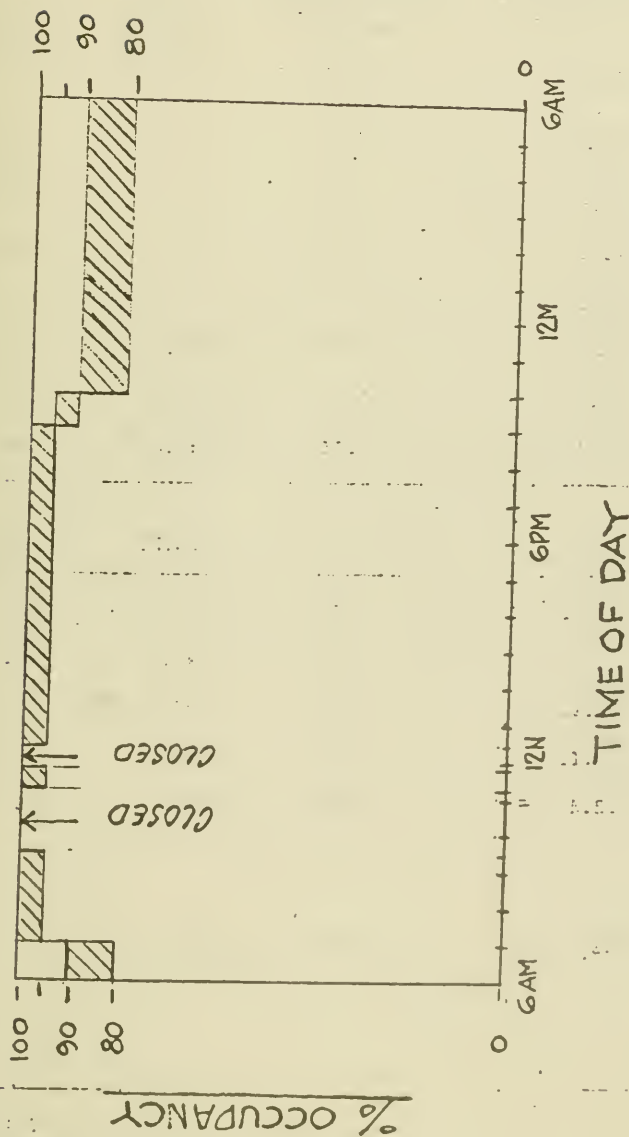
TIME OF DAY

## TYPICAL OCCUPANCY

WEDNESDAY - JUNE - 1977



# SFIA GARAGE



## TYPICAL OCCUPANCY

WEDNESDAY - JUNE - 1976



SFIA GARAGE PARKING CHARACTERISTICS  
July 15, 1977

King ation	No. Cars Exiting	% Cars Exiting	Assumed Average Duration	% Space Hour Used	Cumulative % Space Hour Used
Hour	5,531	48.3%	0.75	7.6%	7.6%
	3,800	33.2%	1.5	10.5%	18.1%
	825	7.2%	2.5	3.8%	21.9%
	189	1.7%	3.5	1.3%	23.2%
	50	0.4%	4.5	0.4%	23.6%
	36	0.3%	5.5	0.3%	23.9%
	33	0.3%	6.5	0.4%	24.3%
24	383	3.4%	12.0	8.6%	32.9%
Less Than Day	10,847	94.8%			32.9%
2 Days	244	2.1%	36	15.9%	48.8%
3	187	1.6%	60	20.2%	69.0%
4	81	0.7%	84	12.3%	81.3%
5	61	0.5%	108	11.4%	92.7%
5	25	0.2%	132	5.5%	98.2%
7	0				
8	4				
9	0	0.1%	204	1.8%	100.0%
10	0				
er 10	3				
TOTAL	11,452				



# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

SEPTEMBER 6, 1977

DOCUMENTS DEPT

OCT 20 1985

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**GEORGE R. MOSCONE, MAYOR**

## COMMISSIONERS

**MORRIS BERNSTEIN**

President

**RUTH S. KADISH**

Vice-President

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**





Call to Order:

2:45 PM

Present:

Commissioners Morris Bernstein,  
William E. McDonnell and  
William K. Coblentz.

Absent:

Commissioner Ruth S. Kadish

The Minutes of the Airports Commission meeting of August 16, 1977 were approved and adopted as presented.

\* \* \*

Mr. Richard Heath, Director of Airports, requested permission to depart from the regular order of business so that Mr. John Blackman of United Airlines, might give a special presentation commemorating the 50th anniversary of United Airlines. Mr. Blackman presented Commission President Bernstein with a plaque which was accepted on behalf of the Commission and San Francisco International Airport. A copy of Mr. Blackman's remarks are attached and incorporated into these minutes by reference.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0231

Resolution declaring the existence of an emergency due to the failure of two air conditioning refrigeration compressors at Rotunda "A", and directing the Director of Airports to effect necessary repairs.

Mr. Heath stated this item requires Commission approval ratifying emergency action taken to repair the air conditioning units at Rotunda A.

Commissioner McDonnell asked if the air conditioning is presently operating and if service requires the use of both air conditioners.

Mr. Robert Lee, Deputy Director, Engineering/Planning, said this is a maintenance operations problem, that one air conditioner was not working for a month and that they were in the process of repairing it when the other air conditioner failed.

Commissioner McDonnell suggested that the Commission adopt a set rule to declare the emergency at the time it occurs rather than operate for several months without the stand-by service. When asked if the conditioners are air cooled or water cooled, he was told they were air cooled.

Mr. Lee said these are temporary units, and when asked how long they had been in operation, he said three years; these were meant to tide us over for two years and were put in until the central heating and cooling system was completed in the garage.

Commissioner McDonnell then asked the expiration date of our warranty and requested staff to furnish him with that information.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0232

Resolution approving acceptance of a Federal Planning grant offer for an Airport Land Use Study in the amount of \$457,500.

Mr. Heath stated the grant is for 75% of the estimated cost of carrying out a co-sponsored Airport land use study with San Mateo County.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0233

Resolution for the acceptance of amendment No. 1 to the ADAP Project No. 8-06-0221-06 Grant Agreement and authorizing the Director of Airports, acting on behalf of the Airports Commission to accept and execute said amendment.

Mr. Heath said this project consists of the site preparation for the ILS localizer for Runway 10L/28R including drainage facilities, blast pad, and turfing, and provides for the relocation of the North Field Service road, increasing the obligation of the Federal government some \$32,000 in addition to the original amount of \$316,000.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0234

Resolution awarding Contract No. 1040, Furnish and Install Chlorinator, Water Quality Control Plant, to McCrary Construction Company, P. O. Box 4120, Foster City, CA 94404, in the total amount of \$8,195.00.

Mr. Heath said two bids were received and that the contract should be awarded to McCrary Construction Company, the lowest responsible bidder.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0235

Resolution awarding Contract No. 1049, Improvements to Restrooms, Upper Level, Piers F and FF, to Hodgson Construction, Inc., 2815 Fair Oaks Avenue, Redwood City, CA 94063, in the total amount of \$94,866.

Mr. Heath stated the Airports Commission saved money on this item as it came in substantially below the engineer's estimate.

Commissioner McDonnell then asked if these restrooms would remain in the same area upon completion of all construction and was told that the restrooms on these two piers are permanent.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0236

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Order No. 812-2, and requesting Controller's certification of Debit Modification No. 2 in the amount of \$2,139.40.

Mr. Heath said this modification provides for an increase in the size of the holes for centerline lights, amounting to 180 lights.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0237

Resolution accepting the work under Airport Contract No. 774, Landscaping Entrance Roads, as satisfactorily completed except for the maintenance periods; approving and requesting the Controller's certification of Credit Modification No. 7 in the amount of \$93,795.17; approving payment of monies under the Acceptance Agreement; authorizing the Director of Airports to execute said agreement for the Airports Commission; and approving a payment in the amount of \$71,479.61 in favor of the contractor, Watkin & Bortolussi, Inc., 77 Larkspur Street, San Rafael, CA 94901.

Mr. Heath said the original contract included some maintenance work which was taken out of the contract that resulted in the diminution of the amount of the contract; however, that is not pure savings to the Airport since the maintenance is handled under a separate contract. The contract has been completed within the original time schedule.

Commissioner McDonnell requested a review of the maintenance and was told it is for the general landscaping and gardening for two years. When he asked what they will do he was told irrigate, mow the lawn, fertilize and general maintenance. Commissioner McDonnell then asked if we would extend that contract and was told that we would unless Maintenance branch receives additional gardeners.

Sylvia Gregory asked if the cable car sign is going to be relocated. Mr. Heath replied he would like to do something about it.

Ms. Gregory said the last time she was at the airport it was impossible to read the moving letters since the trees block some of the information and that something should be done.

Commissioner Coblentz stated he has received complaints from people that the directional signs are not high enough for motorists to see.

-more-





Mr. Heath stated the signing plan was approved two weeks ago and added sometimes the sun is shining in such a way that one cannot read the signs.

Commissioner McDonnell asked if the signing leading the the freeway is going to be included in the overhead signs, and was told it would.

Mr. Heath said some people will still take the wrong turn because of the short distance involved.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0238

Resolution accepting the work under Airport Contract No. 1060, Pavement Releveling, Runway 1R-19L, South of Runway 10R-28L, as satisfactorily completed; approving and requesting Controller's certification of Credit Modification No. 1 in the amount of \$2,273.34; and approving final payment in the amount of \$8,388.17 in favor of the contractor, Gray and Lewis, Inc., 781 Old County Road, San Carlos, CA 94070.

Mr. Heath said this contract was completed within the time frame of five calendar days.

\* \* \*

It was unanimously decided by the Commission that Agenda Item 9, regarding a professional services agreement with Special Architectural Consultant Howard A. Friedman & Associates, required further discussion and was put over.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0239

Resolution accepting the work performed by Traffic Engineering Consultants, D. Jackson Faustman, for Professional Services relating to Traffic Analyses and Preparation of contract plans and specifications.

Mr. Heath recommended approval of the final billing and that the contract be terminated.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0240

Resolution accepting work performed under professional services agreement and approving final payment of \$6,500 to Touche Ross & Company.

Mr. Heath said this company was hired to perform internal audits which we do not have the staff to do and recommended approval.

Commissioner McDonnell requested that the Commission be informed of any unusual findings of internal audits.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0241

Resolution approving funds for payment of Revenue bond trustee expenses, in the amount of \$60,000.

Commissioner McDonnell inquired if it were required that this item be approved at this meeting and was told by Emmett Smith, Acting Deputy Director, Business/Finance, that we are already into the second period of this agreement.

Commissioner McDonnell then asked for a breakdown of the \$60,000 to be forwarded to each Commissioner.

A question was then raised regarding the appointment of new trustees and Mr. Smith stated that it could be taken care of at the time of the expiration of this agreement in 1978.

Commissioner McDonnell asked if there was any way we could pay for part of the services and the rest later, whereupon Mr. Smith stated we are not establishing a new agreement.

Commissioner Bernstein asked why this was coming up now and was told there was an administrative delay.

\* \* \*

#### Further Business

Commission President Bernstein called for management reports. Mr. Arnold Feener, Noise Abatement Officer, gave a presentation on the noise abatement program, a copy of which is attached and incorporated into these minutes by reference. This was followed by a question and answer session in which some doubts were expressed by members of the public as to the authenticity of the findings of the Noise Monitoring System. Members of the audience expressed their disapproval and their disturbance over the noises made by planes using flight patterns over their residential areas.

The Honorable Arthur Lepore, Mayor of Millbrae, addressed the Commission. His comments are attached and incorporated into these minutes by reference.

-more-



Mr. Feener stated validation is in its beginning stages and that the low frequency noise emanating from the jet engines is just now being studied by NASA.

Replacement of the blast fence and the effect it might have on the neighboring residential areas was discussed. There was some misunderstanding as to the intent of the blast fence and it was explained that its purpose is to protect automobiles on the freeway.

When it was suggested by a member of the audience that the runway be extended into the Bay, Commissioner McDonnell said he felt we should install the blast fence and see what effect it has.

When Mr. Heath stated we do not have a way of positive identification of an offending airline, Anita Maraviglia asked how Mr. Feener would identify the offending plane. She was told by Mr. Feener that his figures were based on the flight schedules of the airlines and the timing of the noise offense. When asked of the likelihood of developing a radar control system, Mr. Feener stated this study is now underway in other airports, and that although we do not have a contract to do this at the present time, it is incorporated in our future plans.

Mrs. Jessie Brocker of Millbrae read a prepared statement of her point of view regarding airport noise and stated ways she felt the problem could be alleviated.

Ms. Maraviglia stated she felt there has been noise escalation rather than noise abatement and that there should be more concrete proof of definite efforts toward abatement of noise. She said Mr. Feener's report did not mention any grant to study noise problems, and asked when the monies from those grants would be spent. She was told that the only money available is the money for the land use study. She said she was led to believe there was money other than that.

A member of the audience suggested that this airport could enlist the aid of other airports and the Civil Aeronautics Board; and that landing fees should be higher-for those airlines using the airport during noise-sensitive hours.

Delores La Hardo of Burlingame stated the noise of planes reverberates and that each community has different problems as a result of noise pollution. She felt the answer is to use the services of the San Mateo County Noise Abatement Task Force; that the airport staff should work with the people of authority in the community and coordinate their findings, working with high level authorities in the airport, rather than have the Commission take a "listening" role.

There being no further business, the meeting adjourned at 4:30 PM.



Warren D. Hanson  
Acting Secretary  
Airports Commission



REMARKS FOR JOHN C. BLACKMAN  
PRESENTATION OF PLAQUE COMMEMORATING 50 YEARS  
OF TRANSCONTINENTAL AIR SERVICE \* \* \* \* \* SAN FRANCISCO  
SEPTEMBER 6, 1977

---

PRESIDENT BERNSTEIN, COMMISSIONER McDONNELL, COMMISSIONER  
COBLENTZ, DIRECTOR HEATH, LADIES AND GENTLEMEN.

LAST THURSDAY MARKED A MOST SIGNIFICANT ANNIVERSARY IN THE  
HISTORY OF COMMERCIAL AVIATION. IT WAS ON THAT DATE,  
SEPTEMBER 1 IN 1927 THAT THE FIRST TRANSCONTINENTAL AIR  
PASSENGERS EMBARKED ON A HISTORIC JOURNEY. IN A VERY REAL  
SENSE, IT WAS NOT ONLY THE PILOTS WHO BRAVED THE UNKNOWN  
OF FLYING DURING ITS INFANCY, BUT THOSE HEARTY PIONEERS WHO  
WERE THE FIRST PASSENGERS TO HOP AND SKIP THEIR WAY ACROSS  
THIS VAST LAND OF OURS.

IT WAS SOME EXPERIENCE ! THE NATION'S FIRST COAST TO COAST ----  
OR AS WE CALL IT TODAY, "OCEAN TO OCEAN", SERVICE WAS A  
15-STOP, 32-1/2 HOUR ADVENTURE THAT TESTED THE METTLE OF  
THE MOST ADVENTUROUS TRAVELER OF THE DAY.





THE FIRST TRANSCONTINENTAL AIR SERVICE WAS MADE POSSIBLE  
BY A LINK UP OF BOEING AIR TRANSPORT AND NATIONAL AIR  
TRANSPORT --- TWO PREDECESSOR COMPANIES OF UNITED AIRLINES.  
EARLY IN 1927 BOEING AIR TRANSPORT HAD WON THE RIGHTS TO  
SERVE SAN FRANCISCO/CHICAGO/ AND NATIONAL WON SIMILAR  
APPROVAL TO SERVE NEW YORK/CHICAGO. SAN FRANCISCO'S  
CRISPEY FIELD WAS THE WESTERN TERMINUS.

SO WE'RE HERE TODAY TO COMMEMORATE THAT OCCASION 50 YEARS  
AGO. EVEN WITH THE VISION OF THOSE FAR THINKING AVIATION  
PIONEERS OF A HALF CENTURY AGO/ IT'S SAFE TO SAY COMMERCIAL  
AIR SERVICE HAS PROGRESSED BEYOND THE WILDEST DREAMS OF  
OUR FOREFATHERS. AND NOT TO MENTION OUR PASSENGERS !

JUST THINK ABOUT IT.....THERE THE PASSENGERS SAT, 8,000 FEET  
IN THE AIR/ CLUTCHING A MAIL BAG IN ONE HAND/ AND A SACK LUNCH  
IN THE OTHER/ WITH THE WIND TUGGING AT THEIR PARACHUTE STRAPS.  
IN ALL HONESTY MAIL WAS REALLY MORE IMPORTANT THAN PASSENGERS  
IN THOSE DAYS.....IN FACT MANY TIMES PASSENGERS WERE REMOVED  
IN ORDER TO CARRY MORE MAIL !



AND THE AIRCRAFT.....WHAT A DIFFERENCE FROM TODAY'S  
~~SUPERSONIC~~ JUMBO JETS! BOEING AIR TRANSPORT/WHICH HAD  
 THE SAN FRANCISCO/CHICAGO RUN WAS THE MORE PASSENGER-  
 ORIENTED OF THE TWO CARRIERS....AND THEY CARRIED 445  
 TRAVELERS IN THE TWO-PASSENGER BOEING 40A BI-PLANE DURING  
 THAT FIRST YEAR OF OPERATION. NATIONAL AIR TRANSPORT  
 FLEW THE ONE-PASSENGER DOUGLAS M-4 BETWEEN CHICAGO AND  
 NEW YORK AND CARRIED 168 PASSENGERS IN 1927. TOTAL COST  
 FOR THE TRANSCONTINENTAL FLIGHT 50 YEARS AGO WAS \$404,  
 AND IT TOOK 32-1/2 HOURS. TODAY YOU CAN MAKE THE FLIGHT  
 IN WIDE BODY COMFORT IN FIVE ~~AND A HALF~~ HOURS WITH A ONE-WAY  
 TRIP FARE AS LOW AS \$165. ~~VIA NIGHT COACH.~~ *And we will board*  
*close to 3 million passengers at SFO International*  
*this year*

SO YOU CAN SEE THAT SAN FRANCISCO HAS ALWAYS BEEN AN  
 IMPORTANT CITY TO UNITED'S OPERATION, EVEN THROUGH OUR  
 PREDECESSOR COMPANIES 50 YEARS AGO. AND IT'S EVEN MORE SO  
~~Today we will have about 15,000 employees at SFO International~~  
 TODAY. UNITED CURRENTLY EMPLOYS SOME 12,000 RESIDENTS OF  
 THE BAY AREA.....A GREATER CONCENTRATION OF UNITED EMPLOYEES



THAN ANYWHERE ELSE ALONG OUR 110 CITY SYSTEM. <sup>A</sup> WE  
CONSERVATIVELY FIGURE OUR ANNUAL PAYROLL AT \$230 MILLION  
ANNUALLY. AND WE PAY CLOSE TO \$ FIVE MILLION IN LANDING  
FEES AND FACILITY RENTALS AT SAN FRANCISCO INTERNATIONAL  
AIRPORT. WE ARE YOUR BIGGEST TENANT.

AND I WANT YOU TO KNOW THAT IN "THE FRIENDLY SKIES"  
SAN FRANCISCO IS, IN MANY WAYS, "OUR FAVORITE CITY."

WE APPRECIATE YOUR KIND COOPERATION IN THE PAST AND  
WE LOOK FORWARD TO MANY MORE YEARS OF MUTUALLY BENEFICIAL  
ASSOCIATION.

WE APPRECIATE THE OPPORTUNITY TO PRESENT THIS COMMEMORATIVE  
PLAQUE TO YOU, PRESIDENT BERNSTEIN. — which I would  
like to read





COMMISSIONER BERNSTEIN, COMMISSIONERS, LADIES AND GENTLEMEN.

THIS IS A MANAGEMENT REPORT ON THE AIRPORT NOISE ABATEMENT PROGRAM  
AND ITS RELATIONSHIP WITH EXISTING STATE AND FEDERAL LAWS AND  
POLICIES.

THE MAP DISPLAYED ON THE WALL SHOWS THE CURRENT NOISE  
IMPACT BOUNDARY FOR THE SAN FRANCISCO INTERNATIONAL AIRPORT.  
THE IMPACT BOUNDARY, OUTLINES AN AREA WHERE THE NOISE LEVEL,  
SPECIFICALLY THE COMMUNITY NOISE EQUIVALENT LEVEL, IS 75 Decibels  
OR GREATER. BASED UPON THIS MEASURED BOUNDARY, SAN FRANCISCO  
HAS A ZERO IMPACT AREA ACCORDING TO STATE LAW AND IS IN COMPLIANCE  
WITH THAT LAW.

NOW I'M SURE, TO SOME OF YOU HERE, THE STATEMENTS I  
JUST MADE RAISE MANY QUESTIONS. JUST WHAT DOES IT ALL MEAN?



WHAT EXACTLY IS AN IMPACT AREA? HOW CAN WE SAY IT IS ZERO WHEN  
IT OBVIOUSLY HAS SHAPE AND DIMENSIONS? WHAT IS A COMMUNITY NOISE  
EQUIVALENT LEVEL? DOES BEING IN COMPLIANCE WITH THE STATE LAW  
MEAN THAT SFIA DOES NOT HAVE A NOISE PROBLEM? THE ANSWERS TO  
THESE AND MANY OTHER QUESTIONS ARE NEEDED IF WE ARE TO UNDERSTAND  
THE AIRPORT NOISE ABATEMENT PROGRAM.

NEEDLESS TO SAY SOME OF THE TERMS I'VE MENTIONED DID NOT  
EXIST UNTIL CALIFORNIA PROMULGATED THEIR AIRPORT NOISE STANDARDS,  
IN NOVEMBER 1970. THE PURPOSE OF THE REGULATION WAS "TO PROTECT  
THE PUBLIC FROM NOISE AND TO RESOLVE INCOMPATIBILITIES BETWEEN  
AIRPORTS AND THEIR SURROUNDING NEIGHBORS."

IN ORDER TO ACCOMPLISH THIS THE REGULATIONS ESTABLISHED  
A MANDATORY PROCEDURE WHICH IS APPLICABLE TO, AND AT, ALL EXISTING  
AND FUTURE POTENTIAL AIRPORTS IN CALIFORNIA WHICH ARE REQUIRED



TO OPERATE UNDER A VALID PERMIT ISSUED BY THE DIVISION OF  
AERONAUTICS. (SLIDE 1)

THE PROCEDURES BASICALLY FALL INTO TWO MAIN AREAS OF

EMPHASIS:

- 1) QUANTIFYING THE NOISE IMPACT AROUND AN AIRPORT  
AND SETTING CERTAIN CRITERION NOISE LEVELS TO  
BE MET INCREMENTALLY TO 1986.
- 2) LIMITING THE NOISE IMPACT FROM INDIVIDUAL  
AIRCRAFT SINGLE EVENTS TO MAXIMUM APPROVED  
NOISE LEVELS - NOT TO BE EXCEEDED.

THE SECOND AREA OF EMPHASIS THAT BEING THE ATTEMPT BY

CALIFORNIA TO LIMIT THE LEVEL OF INDIVIDUAL AIRCRAFT SINGLE EVENTS,

RAN INTO TROUBLE IN THE COURTS. THE AIR TRANSPORT ASSOCIATION

(ATA) TOOK THE STATE OF CALIFORNIA TO THE FEDERAL COURTS IN A CASE

CALLED ATA vs CROTTI. THE CASE IS STILL BEING TRIED, HOWEVER

THE COURT HAS RULED THAT THE PORTIONS OF THE REGULATION PERTAINING



TO SINGLE EVENTS WAS AN EFFORT BY THE STATE OF CALIFORNIA TO PUT CONTROLS UPON AN AIRCRAFT IN FLIGHT. SINCE AN AIRCRAFT IN FLIGHT IS PROPERLY THE JURISDICTION OF THE FEDERAL GOVERNMENT, THE COURTS FOUND THAT PART OF THE REGULATION TO BE UNLAWFUL, AND THEREFORE THAT PART OF THE REGULATION IS NO LONGER VALID.

HOW THEN, DO WE QUANTIFY NOISE SO THAT WE MIGHT MEASURE

IT AND USE THOSE MEASUREMENTS TO ESTABLISH NOISE IMPACT STANDARDS?

THE STATE OF CALIFORNIA USES THE DECIBEL AS THE UNIT OF

MEASURE. BASICALLY THE DECIBEL IS A VALUE OF NOISE ENERGY EXPRESSED

A LOGARITHUM. (SLIDE 2). THIS SLIDE SHOWS THE RELATIONSHIP

BETWEEN SOUND PRESSURE, ON THE LEFT, SOUND PRESSURE SQUARED WHICH

IS AN EXPRESSION OF ENERGY, IN THE CENTER, AND THE RESULTING DECIBEL

SCALE ON THE RIGHT. YOU WILL NOTE THAT THE ENERGY, AGAIN ON

THE CENTER SCALE INCREASES 100 TIMES BETWEEN EACH 20 DECIBELS ON





THE DECIBEL SCALE. THEREFORE THE 1,000,000 UNITS OF ENERGY

AT 60 DECIBELS INCREASE TO 100,000,000 AT 80 DECIBELS.

TO BETTER RELATE THE DECIBEL TO SOUNDS THAT WE ARE MORE FAMILIAR WITH THIS NEXT SLIDE DEPICTS THE DECIBEL LEVEL OF CERTAIN COMMON SOUNDS: (SLIDE 3) CONVERSATIONAL SPEECH IS 60 DECIBELS, A BUSY STREET CORNER 90 DECIBELS, A 727 DEPARTURE 100 DECIBELS AND ROCK-MUSIC, 110 DECIBELS. GENERALLY SPEAKING AN INCREASE OF 10 DECIBELS IN SOUND LEVEL IS PERCEIVED BY THE LISTENER TO BE TWICE AS LOUD AS THE LOWER SOUND.

THEREFORE, IF WE WERE TO CONSIDER 70 DECIBELS AS A MODERATELY LOUD SOUND AND USE THAT AS A BASE, 80 DECIBELS WOULD BE PERCEIVED AS TWICE AS LOUD, 90 DECIBELS FOUR TIMES AS LOUD AND 110 DECIBELS AS 16 TIMES AS LOUD.

IN ORDER TO ASSIST YOU IN UNDERSTANDING THE CALIFORNIA



LAW, I HAVE REPRODUCED DEFINITIONS OF SOME OF THE TERMS USED BY  
THE STATE AND THEY ARE ON THE CHART ENTITLED DEFINITIONS.

I'LL DISCUSS THEM BRIEFLY:

WITH RESPECT TO NOISE LEVEL, THE A-WEIGHTING CHARACTERISTICS

MODIFIES THE FREQUENCY RESPONSE OF THE MEASURING INSTRUMENT TO

ACCOUNT FOR THE FREQUENCY CHARACTERISTICS OF THE HUMAN EAR.

THE SINGLE EVENT NOISE EXPOSURE LEVEL (SENEL) - IS

IMPORTANT TO UNDERSTAND BECAUSE IT IS THE BASIS OF THE COMMUNITY

NOISE LEVELS THAT WE REPORT. IN FACT AS THE AVERAGE SENEL IS

RAISED OR LOWERED, SO THE CNEL OR COMMUNITY NOISE EQUIVALENT LEVEL

IS RAISED OR LOWERED. (SLIDE 4).

THIS SLIDE GRAPHICLY DEPICTS THE SENEL CONCEPT. IF I

SHOULD MEASURE THIS NOISE ENERGY PATTERN AT DIFFERENT THRESHOLDS,

SUCH AS AT THE A-A OR B-B LEVEL THRESHOLD THE SENEL EQUIVALENT



- 1 -

WOULD BE THE SAME. ALL AIRCRAFT SINGLE EVENTS ARE MEASURED BY OUR NOISE MONITORING SYSTEM. BY GIVING EACH EVENT A COMMON REFERENCE, IN THIS CASE THE DURATION OF 1 SEC. WE ARE ABLE TO AVERAGE THEM AND CONVERT THEM TO AN HOURLY NOISE LEVEL AND A COMMUNITY NOISE EQUIVALENT LEVEL. IT SIMPLY GIVES EACH EVENT A COMMON BASIS BY WHICH TO RELATE IT TO ANOTHER EVENT.

THE HOURLY NOISE LEVEL (HNL): IS SIMPLY THE AVERAGE OF ALL THE NOISE RECORDED DURING THE HOUR.

THE COMMUNITY NOISE EQUIVALENT LEVEL (CNEL): IS A WEIGHTED AVERAGE OF THE HOURLY NOISE LEVELS RECORDED DURING A TWENTY-FOUR-HOUR DAY. (SLIDE 5) IT TAKES INTO CONSIDERATION THOSE TIMES OF THE DAY WHEN MOST PERSONS WOULD BE DISTURBED BY AIRCRAFT NOISE AND THEREFORE GIVES MORE WEIGHT TO EVENTS THAT HAPPEN DURING THOSE TIME FRAMES. THIS MEANS THAT IF WE WERE TO HAVE 40 TO 50 AIRCRAFT SINGLE EVENTS BETWEEN THE HOURS OF 10 P.M. TO 7 A.M., THEY





WILL BE AVERAGED INTO THE CNEL AS 400 TO 500 EVENTS.

THE NOISE IMPACT BOUNDARY: AND THE NOISE IMPACT AREA

ARE SHOWN BY THIS NEXT SLIDE (SLIDE 6). ANY AREA INSIDE THE

NOISE IMPACT BOUNDARY THAT DOES NOT HAVE A COMPATIBLE LAND USE

WITH AIRPORTS IS CONSIDERED IMPACTED AREA.

GENERALLY AREA USED FOR RESIDENTIAL PURPOSES IS CONSIDERED

AN INCOMPATIBLE LAND USE AND IF INSIDE THE CRITERION IMPACT

BOUNDARY MUST BE REPORTED AS IMPACTED AREA.

(SLIDE 7) EXAMPLES OF COMPATIBLE LAND USE ARE:

- A) AGRICULTURE
- B) AIRPORT PROPERTY
- C) INDUSTRIAL PROPERTY
- D) COMMERCIAL PROPERTY
- E) PROPERTY SUBJECT TO AVIGATION EASEMENT FOR NOISE
- F) ZONED OPEN SPACE
- G) HIGH-RISE APARTMENTS W?ACCOUSTICAL TREATMENT  
AND AIR CONDITIONING.



REFERING TO E ON THE SLIDE, AN AVIGATION EASEMENT IS A  
RIGHT OBTAINED BY THE AIRPORT PROPRIETOR FROM THE LAND OWNER TO  
OPERATE AIRCRAFT OVER LAND WHICH IS IN AN IMPACTED AREA.

(SLIDE OFF)

NOW, THE LAW HAS SET LIMITATIONS ON AIRPORT NOISE IN  
RESIDENTIAL COMMUNITIES.

IT SPECIFIES THAT THE IMPACT AREA SHALL BE BASED UPON  
A NOISE IMPACT BOUNDARY CRITERION (SLIDE 8) AS SHOWN:

<u>DATE</u>	<u>CNEL (dBA)</u>
---- TO 12/31/75	80
1/1/76 TO 12/31/80	75
1/1/81 TO 12/31/85	70
1/1/86 AND THEREAFTER	65

THE CHART ON THE WALL ENTITLED "ANNUAL CNEL (dBA) SFIA"

SHOWS OUR PRESENT STATUS WITH RESPECT TO THE PRESENT CRITERION  
LEVEL OF 75 DECIBLES CNEL. BY JANUARY 1, 1981, WE MUST REDUCE



THE LEVEL OF IMPACT TO THE 70 CNEL CRITERION. IF NOT WE WOULD REQUEST A VARIANCE FROM THE STATE WHICH IF GRANTED WOULD PUT US IN COMPLIANCE FOR UP TO ONE YEAR. THE VARIANCE WOULD HAVE TO BE RENEWED ANNUALLY AS LONG AS OUR IMPACT AREA WAS GREATER THAN ZERO.

DE 9) = THIS NEXT SLIDE IS PRODUCED BY THE CALIFORNIA DIVISION OF AERONAUTICS AND SHOWS THE AIRPORT NOISE SITUATION IN CALIFORNIA WITH RESPECT TO IMPACT AREA AND COMPLIANCE WITH THE REGULATIONS. THE TOP BAR FOR EACH AIRPORT INDICATES A ZERO IMPACT AREA BY THE DIAGONAL HASHURES OR IMPACT AREA GREATER THAN ZERO BY THE SOLID DARK LINE. ON THE LOWER BAR, DIAGONAL HASHURES INDICATE COMPLIANCE WITH THE STANDARDS EITHER BECAUSE OF ZERO IMPACT AREA OR GRANTING OF A VARIANCE FROM THE STATE. THE CROSSED HASHURES INDICATE THAT A VARIANCE IS ON REQUEST, AND THE SOLID BAR INDICATES NON-COMPLIANCE.



OF THE AIRPORTS IN CALIFORNIA ONLY FOUR HAVE ZERO IMPACT

AREAS AS DEPICTED BY THE TOP BAR. THESE AIRPORTS, SAN FRANCISCO

OAKLAND, VAN NUYS AND SANTA MONICA DO NOT, BY LAW:

1. REQUIRE A VARIANCE FOR OPERATION

2. REQUIRE MONITORING

3. HAVE A NOISE PROBLEM UNDER PRESENT CRITERION

EVEN THOUGH SAN FRANCISCO FALLS INTO THIS CATEGORY, WE

OF COURSE, HAVE ACKNOWLEDGED AN AIRCRAFT NOISE PROBLEM, CREATED

A NOISE ABATEMENT CENTER, UNDERTAKEN TO INSTALL AND OPERATE A

SOPHISTICATED NOISE MONITORING SYSTEM AND DEVELOPED PROCEDURES TO

CONTROL AND REDUCE THE NOISE IMPACT TO THE SURROUNDING COMMUNITIES.

COPIES OF OUR NOISE ABATEMENT PROGRAM WERE DISTRIBUTED

AT THE AUGUST 2, COMMISSION MEETING. MOST OF YOU IN ATTENDANCE

TODAY HAVE, I HOPE, HAD AN OPPORTUNITY TO READ IT. FOR THOSE





OF YOU WHO NEED A COPY I HAVE SUFFICIENT COPIES HERE.

PRIOR TO COMMENTING ON THE NOISE ABATEMENT PROGRAM I

THINK IT IS APPROPRIATE AT THIS TIME TO BRIEFLY LOOK AT THE LEGAL

FRAMEWORK WITH RESPECT TO AIRPORT NOISE AS SUMMARIZED BY THE

DEPARTMENT OF TRANSPORTATION IN THE FEDERAL AVIATION NOISE ABATEMENT

POLICY OF NOVEMBER 18, 1976.

(SLIDE 10)

1. THE FEDERAL GOVERNMENT HAS PREEMPTED THE AREAS OF AIRSPACE USE AND MANAGEMENT, AIR TRAFFIC CONTROL, SAFETY, THE REGULATION OF AIRCRAFT NOISE AT ITS SOURCE, AND HAS SUBSTANTIAL POWER TO INFLUENCE AIRPORT DEVELOPMENT THROUGH ITS ADMINISTRATION OF THE AIRPORT AND AIRWAY DEVELOPMENT PROGRAM.
2. AIRPORT PROPRIETOR - MAY EXERCISE OTHER POWERS AND AUTHORITIES TO CONTROL AIRPORT NOISE INCLUDING THE POWER TO SELECT AN AIRPORT SITE, ACQUIRE LAND, ASSURE COMPATIBLE LAND USE, AND CONTROL AIRPORT DESIGN, SCHEDULING AND OPERATIONS - SUBJECT ONLY TO CONSTITUTIONAL PROHIBITIONS AGAINST CREATION OF AN UNDUE BURDEN ON INTERSTATE AND FOREIGN COMMERCE, UNJUST DISCRIMINATION AND INTERFERENCE WITH EXCLUSIVE FEDERAL REGULATORY RESPONSIBILITIES OVER SAFETY AND AIRSPACE MANAGEMENT.



3. STATE AND LOCAL GOVERNMENTS MAY PROTECT THEIR  
CITIZENS THROUGH LAND USE CONTROLS AND OTHER POLICE  
POWER MEASURES NOT AFFECTING AIRCRAFT OPERATIONS.

THIS LEGAL FRAMEWORK AS DESCRIBED BY THE DEPARTMENT OF  
TRANSPORTATION LENDS SUPPORT TO THE FAA WESTERN REGION POLICY  
TOWARD NOISE ABATEMENT ACTIONS ANNOUNCED ON MARCH 10, 1976 WHICH  
STATES: (SLIDE 11)

"THE FAA WILL NOT SUPPORT OR ENFORCE AIRPORT MANAGEMENT  
NOISE ABATEMENT ACTIONS, CITY ORDINANCES, RESOLUTIONS OR PRO-  
HIBITIONS THAT:

1. COMPROMISE SAFETY
2. ADVERSELY DISCRIMINATE AGAINST ANY USER
3. UNDULY, RESTRICT OPERATIONS
4. ARE CONTRARY TO PROVISIONS OF ANY GRANT  
AGREEMENT FOR THE AIRPORT
5. CAUSE AN UNREASONABLE ECONOMIC BURDEN ON  
AIR COMMERCE.
6. RESULT IN AN UNFAIR SHIFTING OF NOISE FROM  
ONE AREA TO ANOTHER."



IT IS WITHIN THIS LEGAL FRAMEWORK THAT THE AIRPORT STAFF.

THE FAA AND THE AIRLINES HAVE WORKED COOPERATIVELY TO DEVELOP A  
NOISE ABATEMENT PROGRAM FOR THE AIRPORT.

THE MAIN REASONING BEHIND OUR OPERATIONAL NOISE ABATEMENT

PROCEDURES IS TO MAXIMIZE THE USE OF THE BAY FOR LANDINGS AND

DEPARTURES (SLIDE 12)

1. THE PREFERENTIAL RUNWAY USE PROGRAM PROVIDES FOR

APPROXIMATELY 70% OF OUR DEPARTURES ON RUNWAYS 1

AND APPROXIMATELY 95% LANDINGS ON RUNWAYS 28. ADHERENCE

TO THE PREFERENTIAL RUNWAY USE PROGRAM IS ESSENTIAL

IF WE ARE TO REDUCE THE NOISE LEVELS IN THE SAN BRUNO

AND SOUTH SAN FRANCISCO AREAS.

2. THE VISUAL FLIGHT PROCEDURES SHOWN, THAT OF THE SHORELINE

DEPARTURE AND BRIDGE APPROACH FURTHER EMPHASIZE OVERWATER





FLIGHT AND WHEN USED BRING RELIEF TO THE SAN BRUNO.

SOUTH SAN FRANCISCO AND FOSTER CITY AREAS.

A PROPOSAL SUBMITTED TO THE FAA IN JANUARY OF THIS YEAR,  
ASKED THE FAA TO EXAMINE THE FEASIBILITY OF NIGHT-TIME DEPARTURES  
FROM RUNWAYS 10, TO THE EAST, AND NIGHT-TIME LANDINGS ON RUNWAYS  
19 TO THE SOUTH. WE BELIEVED THAT IF FEASIBLE, THIS WOULD BRING  
CONSIDERABLE RELIEF TO SURROUNDING COMMUNITIES DURING NIGHT-TIME  
HOURS. AFTER AN EXTENSIVE STUDY THE FAA CONCLUDED THAT THE PROPOSED  
PROCEDURE WOULD NOT BE SATISFACTORY BECAUSE IT WOULD INVOLVE:

\*\*\*\* COMPLICATED APPROACH PROCEDURES

\*\*\*\* LONGER AND MORE COMPLICATED ARRIVAL AND DEPARTURE  
PROCEDURES AND

\*\*\*\* THE WEATHER CONDITIONS IN THE AREA WOULD ALLOW  
ONLY LIMITED USE OF THESE PROCEDURES.

THE RECOMMENDATION BY THE FAA IS TO CONTINUE USING THE



PRESENT PREFERENTIAL RUNWAY USE PROCEDURES, BUT CONSIDER LIMITED  
DIVERSION OF DEPARTURES FROM RUNWAYS 10 WHEN CONDITIONS PERMIT.

FUTURE ACTIONS TO REDUCE AIRCRAFT NOISE AND CONTINUE  
OUR COMPLIANCE WITH THE STATE LAW WHEN THE CRITERION LEVEL DROPS  
TO 70 DECIBLES CNEL ARE IN PROGRESS.

THE FEDERAL NOISE POLICY WHICH DIRECTS THAT ALL AIRCRAFT  
ENGINES MUST COMPLY WITH THE QUIETER NOISE EMISSION STANDARDS  
BY 1985 WILL BE THE MOST SIGNIFICANT FACTOR. THESE QUIETER NOISE  
STANDARDS MUST BE ACCOMPLISHED INCREMENTALLY TO 1985. PRESENTLY  
OVER 75% OF THE AIRCRAFT OPERATING TO AND FROM SAN FRANCISCO DO NOT  
COMPLY WITH THESE STANDARDS. BY JANUARY 1981, IF THE FEDERAL  
SCHEDULE FOR INCREMENTAL COMPLIANCE IS MET OVER 50% OF THE AIRCRAFT  
OPERATING TO AND FROM THE AIPTOT WILL BE IN COMPLIANCE WITH QUIETER  
STANDARDS



WE ARE CONTINUING DISCUSSIONS WITH THE FAA AND THE  
AIRLINES TOWARD ADJUSTING FLIGHT PATTERNS DURING NIGHT-TIME  
HOURS TO MINIMIZE IMPACT TO THE SURROUNDING COMMUNITIES.

WE ARE CONDUCTING AND PARTICIPATING IN STUDIES TO  
UNDERSTAND MORE FULLY THE LOW FREQUENCY VIBRATORY NOISE THAT IS  
A SOURCE OF ANNOYANCE TO THE RESIDENTS OF MILLBRAE, BURLINGAME  
AND HILLSBOROUGH. STUDIES ARE UNDERWAY AT NASA LANGLEY RESEARCH  
CENTER TO QUANTITATIVELY DEFINE THE ANNOYANCE DUE TO VIBRATION  
AND RATTLE FROM THESE LOW-FREQUENCY SOUNDS. WE ARE COMMUNICATING  
TO NASA OUR INTEREST AND DESIRE TO BE A PART OF SUCH STUDIES.

THIS CONCLUDES MY REPORT - ARE THERE ANY QUESTIONS?



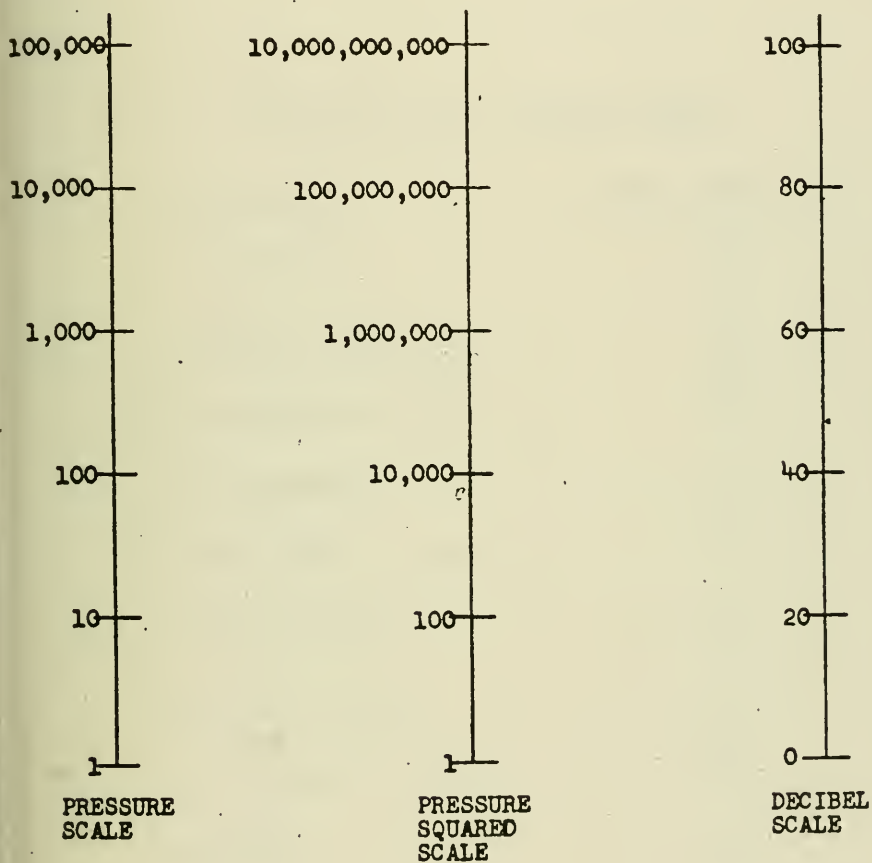
1) QUANTIFYING THE NOISE IMPACT  
AROUND AN AIRPORT AND SETTING  
CRITERION NOISE LEVELS TO BE  
MET INCREMENTALLY TO 1986.

2) LIMITING THE NOISE IMPACT FROM  
INDIVIDUAL AIRCRAFT SINGLE EVENTS *TO*  
MAXIMUM APPROVED NOISE LEVELS -  
NOT TO BE EXCEEDED





# THE LOGARITHMIC NATURE OF THE DECIBEL



$$\text{Sound Pressure Level (SPL)} = 10 \log_{10} (p/p_{\text{ref}})^2 \text{ in dB}$$

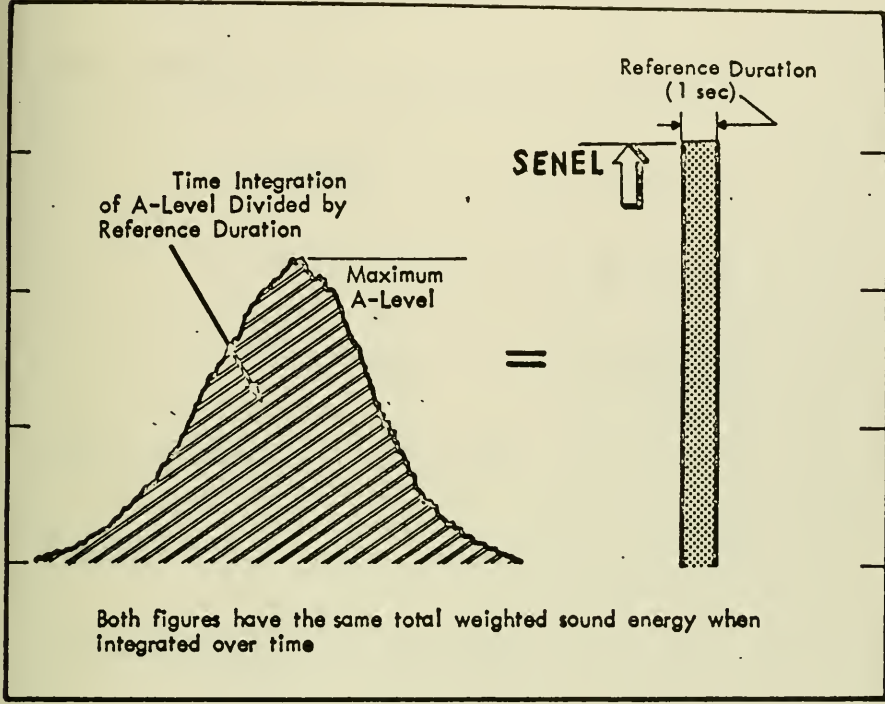


NOISE LEVEL dBA - COMMON SOUNDS

<u>NOISE SOURCE</u>	<u>NOISE LEVEL (dBA)</u>
WATCH TICKING	30
WINDOW AIR CONDITIONER	55
CONVERSATIONAL SPEECH	60
BUSY RESTAURANT	65
VACUUM CLEANER (10Feet)	70
GARBAGE DISPOSAL	80
BUSY STREET CORNER	90
727 DEPARTURE, 1/4 Mile	100
ROCK MUSIC	110



A-Weighted Noise Level in dB



TIME →





CNEL IS A WEIGHTED AVERAGE NOISE LEVEL WHICH TAKES

INTO CONSIDERATION 3 PERIODS OF THE 24-HOUR DAY:

DAYTIME 7AM - 7PM

EVENING ~~7~~AM - 10PM

NIGHT-TIME 10PM - 7AM

1 DAYTIME EVENT = 1 EVENT

1 EVENING EVENT = 3 EVENT

1 NIGHT-TIME EVENT = 10 EVENTS







EXAMPLES OF COMPATIBLE LAND USE ARE:

- A) AGRICULTURE
- B) AIRPORT PROPERTY
- C) INDUSTRIAL PROPERTY
- D) COMMERCIAL PROPERTY
- E) PROPERTY SUBJECT TO AVIGATION  
EASEMENT FOR NOISE
- F) ZONED OPEN SPACE
- G) HIGH-RISE APARTMENTS W/ACCOUSTICAL  
TREATMENT AND AIR-CONDITIONING



<u>DATE</u>	<u>CNEL (dBA)</u>
---- to 12/31/75	80
1/1/76 to 12/31/80	75
1/1/81 to 12/31/85	70
1/1/86 and thereafter	65





# AIRPORT NOISE SITUATION

## LEGEND

Top Bar Each Airport

 Zero Impact Area

Impact Area  
Greater Than Zero

**Bottom Bar**  
**Alport Is Considered**  
**In Compliance**

Airport Is Out Of  
 Compliance-Variance  
 On Request  
 Airport Is Out Of  
 Compliance

[illegible]



LEGAL FRAMEWORK ON NOISE ABATEMENT

1. THE FEDERAL GOVERNMENT HAS PREEMPTED THE AREAS OF AIRSPACE USE AND MANAGEMENT, AIR TRAFFIC CONTROL, SAFETY, THE REGULATION OF AIRCRAFT NOISE AT ITS SOURCE, AND HAS SUBSTANTIAL POWER TO INFLUENCE AIRPORT DEVELOPMENT THROUGH ITS ADMINISTRATION OF THE AIRPORT AND AIRWAY DEVELOPMENT PROGRAM.
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3. STATE AND LOCAL GOVERNMENTS MAY PROTECT THEIR CITIZENS THROUGH LAND USE CONTROLS AND OTHER POLICE POWER MEASURES NOT AFFECTING AIRCRAFT OPERATIONS.

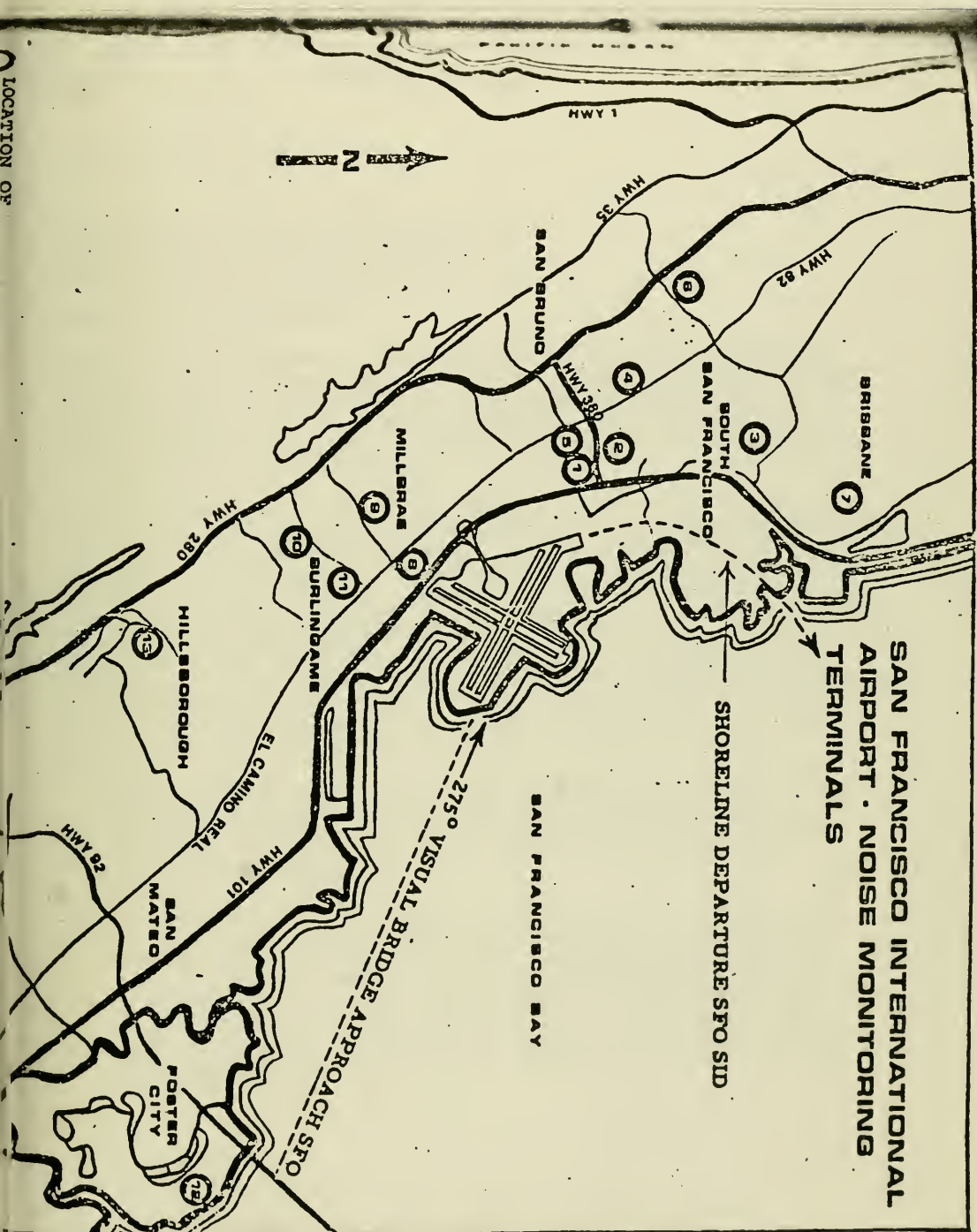


"THE FAA WILL NOT SUPPORT OR ENFORCE AIRPORT  
MANAGEMENT NOISE ABATEMENT ACTIONS, CITY ORDINANCES,  
RESOLUTIONS OR PROHIBITIONS THAT:

- (1) COMPROMISE SAFETY
- (2) ADVERSELY DISCRIMINATE AGAINST ANY USER
- (3) UNDULY RESTRICT OPERATIONS
- (4) ARE CONTRARY TO PROVISIONS OF ANY GRANT  
AGREEMENT FOR THE AIRPORT
- (5) CAUSE AN UNREASONABLE ECONOMIC BURDEN  
ON AIR COMMERCE
- (6) RESULT IN AN UNFAIR SHIFTING OF NOISE FROM  
ONE AREA TO ANOTHER."











*City of Millbrae  
California*

September 6, 1977

San Francisco Airports Commission  
San Francisco International Airport  
San Francisco, California 94128

Honorable Commissioners:

The City of Millbrae is pleased that the Airports Commission has recently adopted a policy that "San Francisco International Airport should become the leading airport in the world, in searching for, finding, and implementing means to reduce noise and air pollution". We are also pleased that the Commission is considering a Noise Abatement Program.

If the Commission's policy of reducing noise is to be enacted with measurable results, then specific measures must be identified. The City of Millbrae is concerned that the Noise Abatement Program is not as comprehensive and aggressive as it should be, and that it fails to translate the Commission's noise policy into action. The purpose of my statement is to point out our specific concerns. We do not intend to debate today the merits of our concerns, but rather make the Commission fully aware of our apprehensions. Hopefully, in due course, the Commission will cause a response to our concerns to be prepared. The City of Millbrae does have technical counsel which is in a position to substantiate, at the appropriate time, our concerns which include:

1. Validation of the Airport's noise monitoring system has not been performed as required by the State's Noise Standards. While the State Division of Aeronautics has accepted the quarterly CNEL reports, the reports have not been validated.
2. Although 75 CNEL is currently the criterion to maintain a zero impact upon surrounding communities, it is important to keep in mind that it is a minimum standard. The State's Airport Noise Standards do not legalize noise, they require that communities should be protected against Airport noise. Because the Airport is able to meet the State's minimum standard is not grounds to abdicate its responsibility to aggressively abate noise to the maximum possible extent.



September 22, 1971

3. Page Two of the Noise Abatement Program states that all procedures intended to abate noise are optional. Steps should be taken to standardize and make mandatory those options wherever possible.
4. The Noise Abatement Program stresses overwater flights as the solution to noise abatement. Flights departing from Runway I have the greatest noise impact upon the cities of Millbrae, Burlingame and Hillsborough. Flights departing from this runway sometimes raise noise levels more than 30 decibels (db) above ambient noise levels. There should be a comprehensive study undertaken which identifies and evaluates all conceivable noise mitigation measures. The opportunities and constraints should be fully explored before operational decisions are made. If Runway I is to be the preferential runway, what will be the impact upon surrounding communities?
5. The Federal Aviation Act of 1969 grants airport operators the authority to control many aspects of airport operations. The Noise Abatement Program does not address the issue of what can be done to abate noise by promulgating operational requirements consistent with the authority granted under the Federal Aviation Act. In conjunction with exploring ways to comply with the Federal Aviation Act, the question of restraining interstate commerce should be addressed. Can the airport impose legally defensible restrictions upon users of the airport which do not comply with FAR Part 36 requirements?
6. Page 9 of the Noise Abatement Program indicates the airport maintains a record of single events which exceed certain designated levels. Can this data be made public?
7. The Noise Abatement Program recommends that the effective length of Runway IR be increased to serve additional long range aircraft and late night departures.

Installation of a 14-foot blast fence and a change in the take-off threshold which enables more aircraft to depart from Runway IR will surely increase sound levels throughout Millbrae, Burlingame and Hillsborough. The fence itself will be insignificant in blocking any noise for near or distant residences. It is primarily for protection of Highway 101 and only secondarily for noise attenuation.

Consideration of this recommendation should be delayed until its impact is evaluated through a study consistent with the requirements of the California Environmental Quality Act. The environmental effects of the fence and attendant changes in operational procedures can be simulated.



September 6, 1977

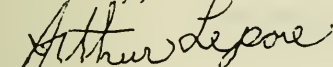
-

We are also concerned about the timing of this recommendation. The scope of work for the Airport Land Use Study includes an analysis of airport operational alternatives that would mitigate environmental hazards and exposures. To proceed with replacement of the blast fence and changes in runway usage before the study is completed would not be in keeping with the stated purpose of the study.

I cannot emphasize enough our concern about this matter.

I want to thank the Airports Commission for giving me the opportunity to express our concerns. The City of Millbrae, as other communities near the airport, realize the beneficial effects of the airport. They are significant. However, for some communities there are detrimental effects that must and can be dealt with in a timely and aggressive fashion.

Sincerely,



Arthur Lepore  
Mayor

AL/ks





# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

SEPTEMBER 15, 1977

DOCUMENTS DEPT.

OCT 29 1965

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**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**RUTH S. KADISH**  
Vice-President

**WILLIAM E. McDONNELL**  
**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



Call to Order:

2:10 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E. McDonnell

Absent:

Commissioner William K. Coblentz

The first item of business was the approval of a resolution designating Room 300, 101 Grove Street, as an appropriate place for the special meeting due to an emergency.

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0242

Resolution designating Room 300, 101 Grove Street, San Francisco, California, adjacent to City Hall, to be an appropriate place as its temporary meeting place for its special meeting called for Thursday, September 15, 1977, at 2:00 o'clock PM, due to the existence of an emergency.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0243

Resolution approving a Joint Powers Agreement to effect additional work to construct, operate, and maintain dechlorination and sludge handling facilities in order to comply with State Regional Water Quality Control Board Order No. 74-205 and No. 77-35.

Mr. Richard Heath, Director of Airports, stated this is a joint project with the cities of South San Francisco, Burlingame, Millbrae and San Bruno, to build and operate a dechlorination facility which will be 75% Federally funded, the balance of the cost to be shared with the aforementioned municipalities. Due to the timing and the States application deadline of September 15, it is necessary to have action by this Commission by close of business today.

Commissioner Kadish asked how the percentages that each municipality would pay were determined. Mr. Robert Lee, Deputy Director, Planning and Development, said that it resulted from a special study made by consultants to South San Francisco. It was based on a percentage of what it would cost if each agency had to construct its own individual plant. The Airport share same to 28%. It has been deemed to be to the advantage of the airport to enter into a joint agreement with these municipalities; and that the operating costs would be based on the proportion of flow from each agency, amounting to 6% for the airport.

When Commissioner Kadish asked how that would be measures, Mr. Lee said the airport will know what it puts into the system.

\* \* \*



Commissioner Kadish asked why this meeting was held at 101 Grove Street and was told that the Rules stipulate that meetings of the Commission must be held in City Hall, except in an emergency. Room 282, City Hall not being available constituted an emergency.

There being no further calendared business, the Commission went into executive session at 2:20 PM.

*Warren D. Hanson*

Warren D. Hanson  
Acting Secretary  
Airports Commission





# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

RECORDS DEPT.

OCT 20 1985

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SEPTEMBER 27, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**RUTH S. KADISH**  
Vice-President

**WILLIAM E. McDONNELL**  
**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



Call to Order:

9:00 AM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E.  
McDonnell, William K. Coblentz

Absent:

None

The Minutes of the Airports Commission meeting of September 6, 1977 and the Minutes of the Airports Commission Special meeting of September 15, 1977, were approved and adopted as presented.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, and unanimously agreed upon by all Commissioners, the following officers were elected:

President: Commissioner Morris Bernstein  
Vice President: Commissioner Ruth S. Kadish

\* \* \*

Agenda item No. 2 was taken off calendar.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0244

Resolution awarding Contract No. 1122, Industrial Wastewater Collection System - Phase II, to Piombo Corporation, P. O. Box 1128, San Carlos, CA 94070, in the total amount of \$890,919.00.

Mr. Richard Heath, Director of Airports, stated in this case we had eight bidders, Piombo being the lowest bidder. He added the purpose of this contract is to construct the second section of the collection system for conveying the industrial waste generated at various locations on the northern half of the airport to the future plant for treatment, and recommended the contract be awarded to Piombo Corporation.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0245

Resolution awarding Airport Contract No. 1098R, Emergency Airfield Pavement Repairs, FY 1977-78 to Piombo Corporation, P.O. Box 1128, San Carlos, CA 94070, in the total amount of \$79,650.00.

Mr. Heath stated this is an earlier emergency airfield pavement contract. When this originally went out only one bidder responded. We rebid the contract and received four bids, Piombo Corporation being the lowest responsible bidder.

Commissioner Kadish noted that Piombo was the successful bidder on the previous agenda item and assumed they would be capable of accomplishing both jobs simultaneously. She was assured that they would.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0246

Resolution accepting the work under Airport Contract No. 1052, Emergency Airfield Pavement Repairs, Fiscal Year 1976-77, as satisfactorily completed; extending the completion date from August 29, 1977 to September 1, 1977; approving and requesting Controller's certification of Debit Modification No. 2 in the amount of \$1,989.28; and approving final payment in the amount of \$7,786.43 in favor of the contractor, The Lowrie Paving Company, Inc., P. O. Box 2466, South San Francisco, CA 94080.

Mr. Heath stated this is for the completion of last year's emergency pavement contract, as well as approval of the final payment.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0247

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Order No. 812-3 and requesting Controller's certification of Debit Modification No. 3, in the amount of \$13,636.00 and approving an extension of time from September 14, 1977 to October 4, 1977.

Mr. Heath stated the purpose of this modification is to pave a soft shoulder on a taxiway. At the time the contract was let, this was not originally contemplated.

\* \* \*

At the request of Commissioner Kadish, agenda items 7 and 8 were taken off calendar. Commissioner Kadish further requested that in the future a detailed explanation or breakdown be provided for each item in a change order covered by a contract modification.

\* \* \*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0248

Resolution approving the agreement with Hogan and Hartson and for approval for a one-year term with a limitation on payments thereunder of \$9,110.06 and increasing the hourly rate for services of counsel from \$50.00 to the new amount of \$60.00 per hour.

Mr. Heath stated this is a request for an extension of our contract with Hogan and Hartson, Special Counsel, Washington, D.C. He added we are asking for a limitation of payment and an increase in the hourly rate for services.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolutions were concurrently adopted:

No. 77-0249

Resolution approving revision of Airborne Freight Corporation's annual sublease report.

No. 77-0250

Resolution approving sublease of 1.17 Acres of Plot 7S by Qantas Airways to American, together with a Hangar Maintenance Agreement.

Mr. Emmett Smith, Acting Deputy Director, Business/Finance, stated that in 1971 the Commission approved Airborne's subleasing the vacant space existing in the two buildings provided any profit would be divided between Airborne and the City. As there has been no profit, City is allowing Airborne to simplify its annual reporting schedule of income by sending an annual income-only statement which will cover up to the break-even amount.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolutions were concurrently adopted:

No. 77-0251

Resolution approving the final plans and specifications submitted by United Airlines, showing the construction of additional fire exits and modifications to existing fire exits in various buildings at the Maintenance Operations Center to bring the fire exits into compliance with the current Fire Code and to improve circulation within the buildings.

-more





No. 77-0252

Resolution approving the final plans and specifications submitted by United Airlines, showing work to be done to overhaul Turbine Engine Test Cells Nos. 1 and 2 at its Maintenance Operations Center. The two test cells have been in continuous use since 1959, and have deteriorated due to use and corrosion.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0253

Resolution approving expenditure of \$493,259.70 by Western Airlines, Waiving Performance Time and Authorizing \$17,000 in rental credit.

Mr. Emmett Smith explained that this dates back a few years to when Western and Qantas leased land adjoining Plot 12A; said leases provided that each could assign the lease to the other. The lease had a capital investment requirement of \$400,000.00 and provided for a rental credit for fill. At one point the airport had fill on hand and put it in on Plot 12A; Western put additional earth in to bring it up to grade at a cost of \$17,000. They are now in occupancy, improvements have been made on the property and they are paying land rent.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0254

Resolution requesting the Mayor to recommend to the Board of Supervisors a supplemental appropriation in the total amount of \$350,000 to cover the cost of a 3,000 gallon Crash-Fire-Rescue Vehicle.

Mr. Heath stated he considered this an important matter and he requested Airport Fire Chief Robert Barry to give further details on it. Chief Barry explained the extreme need for this piece of fire apparatus to maintain the Airport crash/fire response capability, and discussed the age of equipment on hand. He pointed out that it is necessary to issue notices to airmen (NOTAM) when older equipment is taken from service due to maintenance requirements. This crash/fire/rescue equipment is eligible for Federal funding.

Commissioner McDonnell inquired how many times this was turned down by the Mayor's office and was told twice.

Commissioner Coblentz asked if it was Federally funded when it was turned down and was told that it was.

Commissioner Kadish recommended that with items of safety there be very convincing arguments presented to the Mayor's office in order to avoid such supplementary budget requests.

\* \* \*



Further Business (Communications)

Mr. Heath stated there was a communication from the Clerk of the Board of Supervisors and President, Quentin Kopp, requesting a briefing by the Airport staff for the candidates of the coming election.

Commissioner Kadish stated it is her impression that this Commission empowered the Director to take the necessary steps to inform the general and specific public about the airport and provide full information, and that in that light there would be no need for anything further except perhaps an affirmation. Mr. Heath stated he would attend to it.

\* \* \*

Commissioner McDonnell requested to be informed by the City Attorney of the action being taken regarding the possible landing of the Concorde in San Francisco, and asked if there are any planes landing here that are not within the Federal sound requirement.

Mr. Heath stated his staff would investigate and have some answers at the next meeting.

Deputy City Attorney James Woods stated there are DC-7's and 8's landing; that Federal regulations require that SFIA cannot discriminate against one aircraft while permitting another to land. He said at a meeting in New York there were directives that an airport proprietor does have the right to come up with a noise abatement program. The point is we do have a noise program and we are in compliance with the State of California laws.

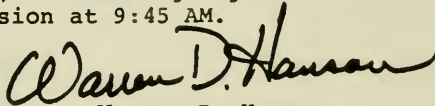
Commissioner McDonnell then asked if he thought our case could be contingent on the New York case. Mr. Woods said it is a question of fact; their program might not be as good as ours. If we discriminate against all aircraft in the same way then it would be upheld.

Commissioner McDonnell then asked if the Commission had the power to set a sound limit that is somewhere between the DC-8 and the Concorde and was told that the Commission cannot dictate; the State has this prerogative to set the limits.

Commissioner Kadish asked if the Commission could set a tougher limit and was told that the Commission cannot change the limit in any way. She then said she would like to have a total presentation and material in writing at the next meeting so that the Commission may make some determination as to how they shall proceed.

Mr. Woods added if there is litigation, it may be necessary to take up the matter in executive session; otherwise, he would be happy to furnish the requested materials.

There being no further calendared business, the meeting adjourned with the Commissioners going into executive session at 9:45 AM.



Warren D. Hanson  
Acting Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

OCTOBER 4, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

President

**RUTH S. KADISH**

Vice-President

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**





Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E.  
McDonnell

Absent:

Commissioner William K. Coblentz

The Minutes of the Airports Commission meeting of September 27, 1977, were approved with indicated corrections.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0255

Resolution declaring the existence of an emergency due to the imminent failure of the temporary bulkhead at the face of Tunnel #4 and directing the Director of Airports to effect necessary repairs.

Mr. Richard R. Heath, Director of Airports, stated that when this tunnel was first constructed, it was designed for interim use. The wooden bulkhead has rotted and the roadway has begun to cave in. The work is being done on an emergency basis.

Commissioner Kadish asked how long the repairs would take and was told about two weeks.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0256

Resolution approving the final plans and specifications for Airport Contract No. 1094, Waterproofing Observation Decks, Central Terminal, and authorizing the Director of Airports to advertise for bids.

Mr. Heath stated this is a preparatory contract in that it is planned to move the observation deck from the present level to the second floor. This will relieve some of the congestion that occurs, cut down some of the spillage of food and provide a more attractive observation deck on the second floor; also the waterproofing will solve some of the leak problems in the Host facilities.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0257

Resolution approving the final plans and specifications and authorizing bid call for Contract No. 1127, Differential Settlement Connection, Sewage Lift Station No. 5.



Mr. Heath stated this is part of our continuing problem because all of our construction is on fill and mud. This will authorize a bid for a contract to take care of settlement problems. As time goes on the pipe connections into the pile-supported sewage lift station begin to sag and must be supported. This work will provide the necessary flexibility and is expected to take about 90 days.

Commissioner Kadish asked why this work was necessary when the construction was done in 1973.

Mr. Robert G. Lee, Deputy Director, Planning/Construction, stated that the construction is designed with the idea to expect some settlement within 10 to 12 years. This is an ongoing maintenance expense. When asked if there is another way of doing it, he informed the Commissioner that we could put all the pipe lines on piles. He added the first five years is the critical period, after that time the settlement tapers off.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0258

Resolution accepting the work under Airports Contract No. 40184, Professional Service Contract, San Francisco Chapter of the National Safety Council, as satisfactorily completed for the term ending August 27, 1977, and authorizing final payment in the amount of \$6,000 in favor of the National Safety Council.

Mr. Heath stated this is the professional services contract we have had with the NSC for several years. They provide counseling services to the airport on industrial injuries at the airport. This provides for the final payment of \$6,000 and completes the contract at the rate of \$12,000 per year. Staff has found that this contract has been well worth the money.

Commissioner Kadish asked if there has been any follow-up study on the results of this service and asked if industrial injuries have diminished.

M. F. Bagan, Deputy Director, Operations/Maintenance, stated there has been a decrease in injuries. There was a review meeting last week, the consultant was there and staff went over everything. We make reports on each accident and have found a substantial decrease; we also have taken steps in instructing employees on proper safety procedures.

Commissioner Kadish asked for a full written report prior to any future contractual arrangement with NSC.

It was noted that Commissioners Coblentz and McDonnell were instrumental in pointing out the need for this type of service.

\* \* \*



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0259

Resolution approving change in maximum gross landing weight of one B727-100 aircraft operated by Pacific Southwest Airlines from 141,000 pounds to 137,500 pounds and approving any other additions or changes to various airlines' maximum gross landing weights if such weights are approved by the Airport's Operations Department for the period ending June 30, 1978.

Mr. Heath stated this is to correct an error on our previously approved list of gross landing weights.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0264

Resolution approving \$5,000 refund of Insurance Company of North America for bond claim paid in error.

Mr. Heath stated a claim payment will have to be refunded to Insurance Company of North America in the amount of \$5,000.

\* \* \*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0261

Resolution authorizing intervention in the California-Toronto/Montreal Route Proceeding, Docket No. 30782, as indicated by CAB Order No. 77-4-115, or subsequent orders pertaining thereto.

Mr. Heath stated this is pending before the CAB proceedings on routes involving California-Toronto/Montreal service. Our Washington counsel has requested that the Commission have a formal resolution to intervene in this proceeding; he has been in touch with them and concurs in this request for a resolution.

Mr. Al Kaiser, United Airlines, asked if the resolution would indicate a need for the service without naming an airline and was told it would.

Commissioner McDonnell then read the last sentence of the resolution - which states the Commission supports non-stop competitive service without carrier preference.

Commissioner Kadish asked how the determination for the need was made.



Mr. Bagan gave a short history on how Canada and the U.S. signed a bilateral agreement on this route about three years ago; that under this agreement the U.S. could be the first to have a carrier; and that a year later the Canadians could select a carrier for the same service.

Anita Maraviglia, Hillsborough homeowner, asked if it is presently known how many new operations and air flights there will be and was told by Mr. Bagan that there would be no more than one flight a day; at the present time it might be replacing Air Canada flights.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0262

Resolution approving Western Airlines' exercise of first ten-year option for Plot 12A.

Mr. Heath stated Western has decided to exercise its option for its first 10-year continuation of its lease; however, there will be an increase in its land rental rate per acre per year from \$2,750 to \$6,100.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0263

Resolution modifying TWA's Plot 3 lease to redefine responsibility for sewer line.

Mr. Heath stated this will authorize the Director to execute a lease with TWA which will point out the areas of responsibility for the sewer line. He said due to the construction of the International Rotunda it became necessary to abandon a segment of the TWA-constructed line and build a new one traversing an alternate route to a new point of connection.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0260

Resolution approving United Airlines' surrender of 6,418 acres of Plot 4 for Airport use.

Mr. Heath said this Commission action approves surrender of two pieces of Plot 4 back to the airport for use in widening Taxiways S and SS.

Commissioner Kadish noted Piombo has been instructed to reinsert Item 50 in the contract to demolish the buildings. She said she assumes when they bid Item 50 originally it had a specific price. She was told that price was \$10,000 and now the contract will go up by \$10,000.

\* \* \*





On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0265

Resolution approving the employment of Howard A. Friedman & Associates as Special Architectural Consultant to the Commission to determine the desirability and/or selection of design architects for the \$90,000,000 Revenue Bond Issue projects; and to assist Commission and staff on various assignments as may be required where independent consultation is desirable.

Mr. Heath stated this is a submission of a modified contract; basic changes from last time are on page 2, Section A. He explained the service to be performed by consultant.

Commissioner McDonnell asked about the first duty of Friedman and was told that the consultant would assist the Commission in determining whether additional architects should be hired for the modernization program. In addition, the consultant will consult with the Airport Architects for basic background information.

When Commissioner McDonnell inquired about deadlines, he was told this contract will help things move quickly.

\* \* \*

#### Further Business (Management Report - Concorde)

Mr. Jim Woods, Deputy City Attorney, gave his report, pointing out the legal ramifications of permitting the Concorde to land as well as not permitting it to land. He related a history of the New York case, which had been set up as a study on which San Francisco's case might be contingent. He discussed the meaning of noise levels as it relates to different types of noise measurements; he said the noise level for San Francisco has been set at 75 dBA CNEL whereas that for New York had been set at 112 perceived noise in decibels.

He said there are six basic holdings of the New York court which apply to our situation.

#1 There is an extremely limited role that Congress has reserved for airport proprietors in the United States, in the system of aviation management.

#2 The exclusive control of air space allocation is concentrated at the national level and local communities and airports are preempted from attempting to regulate aircraft in flight.

#3 The task of protecting the local population from airport noise belongs to the agency of local government that owns and operates the airport, namely the City and County of San Francisco through the Airports Commission.

#4 The maintenance of a fair and efficient system of air commerce mandates that each airport operator be circumscribed to the issuance of reasonable, non-arbitrary and non discriminatory rules defining the permissible level of noise which can be created by aircraft using the airport.



#5 Impermissible, parochial considerations may not unconstitutionally burden interstate commerce or inhibit the accomplishment of legitimate national goals. The proprietor has the obligation to make his facility available for public use on fair and reasonable terms without unjust discrimination.

#6 If each city and proprietor summarily prohibited the entry of foreign made or owned aircraft without promulgating uniform rules it would make a sham of our country's binding treaty commitments to subject the air carriers of France and Britain only to evenly applied laws and regulations.

Woods said that San Francisco International Airport is required by state law to monitor the noise impact from aircraft operations on the surrounding communities. The airport may enact reasonable non-discriminatory noise regulations governing the emissions of noise from aircraft using the airport and is not pre-empted from doing so by federal legislation.

He concluded that basically, the Airports Commission may not discriminate against the SST, but the Commission may discriminate against its noise.

Commissioner McDonnell then asked how 75 CNEL compares with 112 perceived noise decibels.

Mr. Arnold Feener, Sound Abatement Officer, stated there is no comparison, that the two noise levels are not measured in the same way, on the same scale, or from the same source.

Commissioner Kadish stated that we must proceed with a plan as quickly as possible and as thoroughly as possible to resolve this matter. Mr. Woods said we are looking at 1,000 hours of study with costs of \$500,000 to \$1 million.

Commissioner McDonnell then asked if the New York case was going to be appealed again to which Mr. Woods stated he did not know, there had been no decision when he talked to New York that morning, but that he felt the position of the court had been sound.

Commissioner McDonnell stated that with the exception of Mr. Woods' report, it seems no one knows how to study the situation, and that there aren't too many people who feel there is feasibility of flying the Concorde out to San Francisco for any reason.

Commissioner Kadish requested that the necessary legal and pertinent research be summarized for the Commission in written form to provide ready reference.

Mr. Woods stated he felt staff should go through the records available to come up with some concrete factual situation indicating the alternatives the Commission has, explaining the technical problems and legal restrictions in lay terms.

Mr. Heath stated he feels the problem is more political than legal. If the federal government - the President and Congress - decide they want the SST to come to San Francisco, he doubted there would be much we could do. The federal government has made airport responsible for noise, but with little authority, so that the federal government may shift legal responsibility for noise to local jurisdictions.



He said that in addition to the legal research to be done, the issue will be won or lost in the political arena. He has met with the San Mateo County Board of Supervisors to obtain a joint resolution with San Francisco in support of the Airport's position. He also pointed to the need for setting Airport standards which can withstand legal challenge.

Commissioner McDonnell then attempted to establish the difference or relationship between CNEL and perceived decibels whereupon Mr. Heath added all the measurements taken in New York are under different circumstances.

Commissioner Kadish pointed to the need for extreme care in establishing the standards and restructuring the regulations for the Airport so that once established they can withstand any legal questioning.

\* \* \*

#### Management Report (Failure of Air Conditioning International Rotunda)

Mr. Heath called on Mr. Lee who in turn called on Mr. Lloyd Laity, Airport Architects, who outlined the history of the policy of the requirements for air conditioning in the building and development of design specifications for the air conditioning units, which were interim air conditioning until the central plant came on line, which at the time the documents went to bid was scheduled to be about two years away. He stated that he was told the units provide about 60 percent of what could have been established as a heat load thrown on the building given as to circumstances. Therefore, it was expected that there were two commercial air conditioning units that might run for about two years until the central plant came on line.

Commissioner McDonnell questioned the design life of the units and the 60 percent load factor. He was told the 60 percent referred to the ultimate heat load expected in the building after years of use. That the units provided were adequate to handle the heat loads anticipated during the first several years of the building.

Mr. Lee stated that his understanding of the International Rotunda requirements was for full air conditioning of the building, although on a temporary basis.

Commissioner Kadish asked if there was air conditioning equipment that will last one, two or three years, and was told by Mr. Lee that this was not the case. She continued that the interim equipment selected ought to last longer than three years, and was told by Mr. Lee that such equipment should last at least five years if not longer.

Mr. Hal Hager, Vice President, Buonacorrsi Associates went into a detailed explanation of the air conditioning system for the International Rotunda.

Commissioner McDonnell asked that Mr. Lee and the consultants resolve the areas or basic points of misunderstanding and return to the Commission with recommendation.

Mr. John Stainton, Senior Stationery Engineer, related some of the maintenance problems he has had with the air conditioning units since their installation.





Commissioner Kadish questioned the procedure being used. She asked that negotiations which should be a staff function be started at that level and that the results of the negotiations be brought to the Commission.

Commissioner Bernstein summarized and noted that any changes made were not by mutual consent. He called upon his own experience with large air conditioning units and asked for explanation of the breakdown of the International Rotunda units.

Commissioner Kadish called for a determination of responsibility relative to design, installation and maintenance and a thorough study into the inadequate performance of the units.

\* \* \*

There being no further business the meeting was adjourned at 4:21 pm.

A handwritten signature in cursive script, reading "Warren D. Hanson". The signature is written in dark ink and is positioned above the printed name and title.

Warren D. Hanson  
Acting Secretary,  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

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**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

President

**RUTH S. KADISH**

Vice-President

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



Call to Order:

2:30 P.M.

Present:

Commissioners Morris Bernstein, Ruth S. Kadish, William K. Coblentz

Absent:

Commissioner William E. McDonnell

Commissioner McDonnell joined the meeting at 2:40 P.M.

The Minutes of the Airports Commission meeting of October 4, 1977 were approved and read.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0266

Resolution declaring the existence of an emergency at San Francisco International Airport and directing the Director of Airports to effect necessary repairs on one of the Airport's main power switches and related cable on an emergency basis, so that an alternate power source can be maintained.

Mr. Richard R. Heath, Director of Airports, stated this resolution was ratifying the past action of the Director in authorizing necessary repairs which were necessitated by a power shortage.

\* \* \*

Agenda Item No. 2 was taken off calendar.

\* \* \*

Commissioner Coblentz requested that Item 3 on the calendar be placed at the end of the agenda, as it contained personnel matters which could require an executive session.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0267

Resolution awarding Contract 960, Roadway Graphics, in the total amount of \$883,600.00, to Rosendin Electric, Inc., 880 Mabury, P.O. Box 5061, San Jose, California 95150, as the lowest regular and responsible bidder.

Mr. Heath explained the low bid was submitted by Rosendin Electric, Inc., and the second lowest bidder was DeNarde Construction. DeNarde Construction had



objected to the award of the contract to Rosendin, due to the fact that Rosendin had not listed the price of its subcontractors. However, the City Attorney had informed him that this was a technicality and there was no merit to their case. It was then decided to accept Rosendin Electric as the contractor.

Commissioner Kadish asked if Rosendin Electric had a general contractor's license as well as the listed electrical contractor's license, as she had noted the other six bidders were listed as general contractors. Mr. Robert Lee, Deputy Director, briefly explained the work requirements, stating there was no requirement in this job for a general contractor's license.

Commissioner Kadish stated her view that, in a bid contract, there is a law which states that subcontractors should be listed and the only reason for non-compliance is the bidders know they can get away without listing the "subs". Mr. Heath replied that all subcontractors were listed; the prices were not listed, and there is nothing in the law which requires listing of prices.

Commissioner Kadish said she thought bidders were supposed to meet certain requirements of bid listing and they should be advised, just as is done with the Human Rights Commission's contractual requirements. Whenever something of this nature comes up, the Commission must consult with the City Attorney and pay for his services, although this is often a mere technicality. These matters are automatically taken up with the City Attorney, and she felt she didn't want this Commission to have to stand up and apologize for such situations. Commissioner Kadish stressed again it is Commission policy that all bid requirements be met or the bid is rejected.

Mr. Heath replied that in about 50% of the bids, there will always be protests from unsuccessful bidders in one way or another, whether the protests have any merit is the question.

Commissioner Kadish said the requirements of the Commission are stated; if not adhered to, the bid is automatically rejected. Mr. Heath replied there was no way to deal with the imagination of bidders; no matter what is in the contract, there will be protests from those not getting the job.

Mr. Lee stated that, according to the State Contract Code which supersedes the City contract requirements, the listing of subcontractor prices are not required, even though City bid forms state if they should be listed. The contractors can or cannot list them, and while most do, occasionally, the contractors do not.

Commissioner McDonnell asked why the contract would take 340 calendar days, and Mr. Lee responded that the work will be spread out until the remodeling of the other terminals begins.

\* \* \*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0268

Resolution authorizing the Director of Airports to enter into a professional services agreement with the San Francisco Chapter, National Safety Council of San Francisco, California, to provide safety consultant service for the staff at San Francisco International Airport.

Mr. Heath said this was a request for Commission approval of continuance of a contract in force for several years. The National Safety Council had sent a





report, already forwarded to the Commissioners, covering only Workman's Compensation which the City Attorney had said was the most important factor in avoiding OSHA complaints. The Airport is vulnerable to OSHA violations, but had been fortunate. There have been no violations, a credit to the National Safety Council. Most other organizations employ several people to perform the service which the National Safety Council performs for this Airport for \$10,000 a year, a bargain. Mr. Heath said Mr. Ivor Larson, representing the Council, was present to answer any questions.

Commissioner Kadish asked Mr. Larson about the Defensive Driver's Class, and Mr. Larson said it was given on demand, for 15-25 people. An eight-hour course, the class was usually conducted for four hours on two successive Wednesdays.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0269

Resolution authorizing Modification No. 1 to Professional Service Agreement with Main Lafrentz & Co., Certified Public Accountants.

Mr. Heath explained this contract is not the regular service contracted for by the Controller with a firm to audit the Airport's books for a three-year period. This contract with Main Lafrentz & Co. is to develop a new accounting system. This resolution was to request an extension of time, necessitated by many factors, including a new Deputy Director for Business and Finance. Mr. Heath said the auditors were in the process of reviewing the system, but had not as yet made recommendations.

Miss Mary Callanan, Chief Accountant, said the contract was for \$25,000, of which \$12,000 had been paid. It had been necessary to stop the work temporarily, due to the year-end closing and illness on the part of the auditors.

Commissioner Kadish asked if there would be a breakdown on the high personnel turnover, and Miss Callanan responded the auditors were simplifying the Accounting system, so the 50% turnover would not have such an adverse effect. Miss Callanan cited the low salaries of accountants, plus frequent promotional Civil Service examinations as the major causes of high turnover. Mr. Heath said he expected the new Deputy to make a personnel analysis throughout the Airport.

\* \* \*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0270

Resolution approving adjustment in hourly rates paid for operation of Shuttle Bus Service at San Francisco International Airport, due to increase in cost of required Workmen's Compensation insurance.

Mr. Heath explained this resolution was to request approval of the rates paid for the Shuttle Bus Service due to the increase in Workmen's Compensation benefits.

Commissioner McDonnell suggested that, in future, an item should include total payments, such as yearly costs, as it was difficult to arrive at an amount from an hourly figure.

Miss Callanan said the estimated total cost for this service is \$830,000. The increase is for approximately 245 hours of service per day, but is included in



he \$830,000 and are not additional funds. The compilations will be extended, if future requests are made for funds.

Commissioner Kadish said she understood these funds were required by a change in the State law, and Mr. Heath verified this.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0271

Resolution approving City's accepting ownership of an FAA Installed Air Conditioning System.

Mr. Heath said this resolution was approving the acceptance of a gift from the Federal Aviation Administration which was vacating its quarters from a portion of the fifth floor, Central Terminal. FAA has a large air conditioning unit, which they found cheaper to give to the Airports Commission than to move to the new quarters.

Commissioner McDonnell asked the reason for FAA vacating, and Mr. M. F. Bagan, Deputy Director, Operations and Maintenance, said FAA offices had been consolidated into the main office, with some personnel being transferred to TRACON in Oakland. Mr. Bagan said the Airport Accounting Department could make good use of the vacated space after some necessary remodeling and painting.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0272

Resolution approving an Agreement for Pipeline Right of Way between United Airlines and Chevron U.S.A. whereby United will allow an underground pipeline to traverse the easterly edge of its Maintenance Base leasehold.

Mr. Heath explained this resolution was asking approval of an agreement between United Airlines and Chevron U.S.A., giving Chevron the right-of-way for an underground pipeline across United property.

\* \* \*

On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolutions were adopted:

No. 77-0273

Resolution accepting the work under Airport Contract No. 991, Extension of Fire Main to Plot 3B, as satisfactorily completed; extending the completion date from August 20, 1977 to September 26, 1977; approving and requesting the Controller's certification of Credit Modification No. 1 in the amount of \$2,859.20; and approving final payment in the amount of \$19,546.88 in favor of the Contractor, McGuire and Hester, 796 - 66th Avenue, Oakland, CA 94621.



No. 77-0274

Resolution accepting the work under Airport Contract No. 1044, Road R-3 Channelization at Plot 4, as satisfactorily completed; approving and requesting the Controller's certification of Debit Modification No. 2 for the amount of \$2,990.39; extending the completion date from March 21, 1977 to August 25, 1977; and approving final payment in the amount of \$17,118.67 in favor of the Contractor. The Lowrie Paving Company, Inc., 1321 Lowrie Avenue, South San Francisco, California 94080.

No. 77-0275

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Orders No. 812-4 and 812-5 and requesting Controller's certification of Debit Modification No. 4 in the amount of \$1,700.00.

No. 77-0276

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044 Change Orders No. 910-1, 910-2, and 910-3 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$1,288.00.

No. 77-0277

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Orders No. 925-1 and No. 925-2 and requesting the Controller's certification of Debit Modification No. 1 in the amount of \$5,463.00.

No. 77-0278

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 28 and 29 and requesting the Controller's certification of Modification No. 15 to Airport Contract 950, in the total amount of \$16,502.29.

No. 77-0279

Resolution approving and ratifying the action of the Director of Airports in approving Change Order 30 and requesting the Controller's certification of Modification No. 16 to Airport Contract 950, in the total amount of \$8,824.00.

No. 77-0280

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders No. 91 thru 96, and requesting the Controller's certification of Modification No. 27 to Airport Contract 650C, in the total amount of \$22,278.00.





Commissioner Kadish commended staff for the new format, saying it was clear and easily understood. She commented that Item 10 contained a modification that was a credit, and then referred to Item 15, description of work completed for City, for additional design service, and a credit of \$14.71, assuming that structural engineering is charged by the hour. Mr. Lee responded that an hourly charge was correct, this item probably amounted to 15 minutes of work.

Mr. I. Grindheim, of Construction Management Consultants, explained there is a purchase order agreement with the City and the item was charged to that. If there is a problem from the contractor's point of view, the City pays them. The credit shows up in the report on the contract and when there is later staff evaluation, those items which were not properly coordinated will appear. It was asked if the plusses and minuses were sifted out at the end of the job, and Mr. Lee responded that upon completion, the errors and omissions were worked out.

Commissioner McDonnell asked if responsibility had been fixed, and Mr. Lee said it appeared the fault of the San Francisco Airport Architects through one of their subcontractors.

Commissioner Bernstein asked if this meant the figures given were meaningless, and Mr. Lee said not, because at the end of the job, the errors and omissions were worked out.

Commissioner Bernstein asked Utilities General Counsel George Baglin when the report last had a favorable decision. Mr. Baglin replied it was not considered necessary to keep prodding the architects; work is on a fiduciary trust: "we do what by them, they do right by us" basis.

Mr. Heath said there were a number of ways this can be handled at the termination of a contract period, and if there are any items the Airport feels it has a right to be compensated for, they can either be litigated or agreed upon, but it was not possible to tell as the contract is moving along. An architect is not held to a standard of perfection, only to a standard of "reasonable care". The question is, do they come up to that standard, which can be determined later.

Commissioner McDonnell asked if, on the format which he considered very good, it would be possible to put in the name of the contractor in the condensed item.

Another comment on Item 17 called attention to a typographical error: the item should read Modification 26.

\* \* \*

A motion of Commissioner McDonnell, seconded by Commissioner Coblenz, the following resolution was considered:

Resolution rejecting the low bid of M.G.M. Construction Company as irregular and non-responsive to City's Affirmative Action requirements as determined by the Human Rights Commission and awarding the contract to the second lowest regular and responsible bidder, McGuire & Hester, 796 - 66th Avenue, Oakland, California, in the total amount of \$708,133.50.



Mr. Heath explained that in the rebidding process, the low bidder was M.G.M. Construction. The Airport was notified by the San Francisco Human Rights Commission that this company was not in compliance with the law, as far as their subcontractors were concerned. Their recommendation was that the bid be awarded to the second low bidder, McGuire & Hester. Mr. Heath said the many advantages might be worth the very small difference in money.

Mr. Bruce Whitson, representing M.G.M. Construction Company, said a letter and affidavit had been submitted by M.G.M., delineating their efforts to comply with Human Rights Commission requirements. M.G.M. was the low bidder; in this State, municipal contracts are awarded on the basis of the low bid; if the low bidder complies with the bid terms, it must be awarded; they had achieved these goals. The standard under the Human Rights Commission is not absolute quotas, but "best efforts" and M.G.M. had secured subcontractors from minority firms in every classification, except boring, and there are no known firms in boring. The Human Rights Commission's goal is 5-6% minority, and M.G.M. had over 10%. RGS, which they listed as a minority firm, may not meet requirements but even if this firm is eliminated, M.G.M. still shows a 5.5% minority.

Mr. Stanley Lim, Contract Compliance Representative for the Human Rights Commission, explained he had made an initial review of the project in September and had notified M.G.M. they were not in compliance with the minority goal by listing only two minority subcontractors, a total of 3.2%. Mr. Lim said he had a conversation with Mr. Lowe, owner of M.G.M., and notified him he needed to make additional efforts to achieve the required percentage. Mr. Lowe added another firm, RGS Concrete, from Fremont. After submission of this firm, Mr. Lim decided it was not a qualified COPE minority firm. Mr. Lim said he then notified the second lowest bidder to submit the necessary information. McGuire & Hester had a 6.5% compliance. Shortly after a recommendation was made for the Airport, M.G.M. made additional efforts to include a Japanese piping firm from San Jose.

Commissioner McDonnell said that the Airports Commission makes the decision, the Human Rights Commission can only recommend. He also said that the Human Rights Commission was to put its recommendation in writing to the Airports Commission.

Commissioner Coblenz, speaking hypothetically, asked if, at the time of the bid, the number of minority firms was 6.5%, then raised to 25%, would Human Rights be willing to change its recommendation. Mr. Lim replied the recommendation is based on the requirements. Commissioner Coblenz asked again if Human Rights is flexible enough so that if someone came in with 6.5% and changed it to a higher figure, would the recommendation be changed. Mr. Lim replied the requirement is such, and bidder missed the minimum requirements. Commissioner Coblenz said the minimum requirement is 6.5%, which doesn't meet the requirements. If it was met, would Human Rights change their recommendation? Mr. Lim said there was a deadline, which had been indicated to M.G.M., giving them a time limit for meeting the minority quota. As they hadn't met the requirements by a certain time, Human Rights could not recommend M.G.M. Commissioner Coblenz asked if a firm had been here for a hundred years, would it still be considered a minority. Mr. Lim replied it would, citing the races which are considered minority. He further stated he was not in a position to accept RGS Cement at this point.

The representative from McGuire & Hester spoke, saying if the crux was quality, his firm had been in communication with the cities of Alameda, San Jose and the



of California, all of which stated RGS Concrete did not meet the minority requirement. The City and County had set a particular set of guidelines into the contract, and his firm felt these were as much a part of the contract as the prices.

M.G.M. representative spoke with respect to the setting of deadlines, in meeting compliance, stating he felt that in the beginning "best efforts" were not made. However, when M.G.M. received a telegram allowing 24 hours to supply additional minority-owned firms, he felt it was an arbitrary time period. He also stated that he did not feel that the requirement was an imposition of absolute standards. The EDA quota system is now held in suspect because of two current temporary restraining orders. The issue is if "best efforts" were used by M.G.M., he felt there was no indication of lack of "best efforts".

Commissioner McDonnell asked about the difference between the Human Rights claim of 3.2% and M.G.M.'s claim of 5.5%, commenting that the difference appeared to be the San Jose Concrete Pipe Company. Mr. Lim said he had been unable to find the firm on any list of minorities, so had been unable to verify the claim; also the firm was submitted to Human Rights after the decision had been made. Commissioner McDonnell asked Mr. Lim if the contract would be automatically rejected if it did not meet the 5.5%, and Mr. Lim replied it would not, due process would be allowed, giving the low bidder opportunity to prove his best efforts. Commissioner McDonnell then asked how much time was given, and Mr. Lim replied three or four days. Mr. Grant Mickens, Director of Human Rights, and Mr. Lim had discussed this at length. Commissioner McDonnell asked when it was decided the bid did not meet the specifications, and Mr. Lim said the bids were opened on September 2 and received by Human Rights on September 4 or 5th. After two days to make an analysis, a phone call was made to Mr. Lowe at M.G.M., informing him the bid was not in compliance. Commissioner McDonnell asked if it was possible to get the contract if a firm was under 5%, and Mr. Lim said the Human Rights goes through due process of finding out why requirements were not met. They would not automatically rule out or recommend without knowing the reason for non-compliance. Commissioner McDonnell asked where the line was that called for rejection, and Mr. Lim replied that a firm was required to have a percentage close to 5%.

Commissioner Kadish asked Mr. Mickens, even though San Jose Concrete Pipe is on the list of accredited minority firms, if he thought Ernest M. Nakaji was a minority. Mr. Mickens said the San Jose firm was submitted after the decision was made. Commissioner Kadish asked again if Mr. Mickens did not think Mr. Nakaji was a minority. Mr. Mickens said he would certainly want to do a collateral investigation to see if the firm could be considered minority. Commissioner Kadish asked if they would make such an investigation, if requested to do so, and Mr. Mickens replied they would.

Commissioner McDonnell asked if, after investigation, the firm was found to be a minority, would that put M.G.M. in compliance. Mr. Mickens replied that the decision the Airports Commission made at the meeting would be the decision they would work with.

Commissioner Kadish expressed her feeling there was a degree of punitive feeling against M.G.M., considering the first go-around on this matter. Mr. Mickens replied this would have had no influence if M.G.M. had met the goals. If a firm was found to be in non-compliance, the contractor was asked to come in to Human Rights and have the procedures explained; a list of minority firms was provided, technical assistance offered. A firm would be qualified if assurance was given every effort would be made to comply. Firms have been exempted when it was found there were no minority firms in a particular field.

Commissioner McDonnell said he thought this would be the first time a contract was rejected on this particular basis and recalled that sometime ago when a similar situation arose, "best efforts" were felt to be sufficient. He asked if "best efforts" was the fine line of distinction, and Mr. Mickens replied that they tried to work as much administrative due process as possible into the decision.





Commissioner McDonnell asked Mr. Lowe why the matter was contested the first time at the Human Rights Commission, and Mr. Lowe replied that when he met with Mr. Mickens, he felt they failed through "good faith", feeling they hadn't made the effort to the extent considered as adequate to satisfy "good faith". This time, M.G.M. had done everything they were asked to do in the beginning. Mr. Lowe further commented that rebids are always unsatisfactory, costing more money, many changes, etc.

Commissioner McDonnell asked Mr. Mickens if action was delayed and the firms listed as minority proved to be, would Human Rights come back with a recommendation. Mr. Mickens replied they would, saying at the time of the rebids, none of the firms met the required goal, but M.G.M. was the highest on the list.

The McGuire & Hester representative spoke, saying they did have minority firms listed. M.G.M. was higher, but still didn't meet the required goal, although since M.G.M. has sought to hire more minority participation, he still did not see how they could be awarded the contract. At the time of the original bidding, McGuire & Hester had only one firm, FM Steel at over \$10,000. It was true that none of the bids met the requirements, but everyone had a second chance and the deadline was extended to September 22 to meet the required percentage.

Mr. Heath said he would like to ask Mr. Mickens the one question of what evidence was used to determine that M.G.M. did not make "best efforts". Mr. Mickens replied that Mr. Lowe had been asked to submit evidence of the firms they had hired to meet the required goals. A telegram was sent, but no additional firms were submitted, or that the list had been exhausted. Another conference was held, but Mr. Lowe still made no submittal in the given time.

Mr. Lowe said there was never a question of strengthening their affirmative effort. They were told to make a better effort. The consideration given was "come up with it", and they were never asked to submit a report.

Commissioner Coblenz said since this was a matter which could go into litigation, an executive session was indicated under the terms of the Brown Act.

The meeting recessed at 3:35 for executive session.

The meeting was reconvened at 4:00 P.M.

Commissioner Bernstein said the item before the meeting was a resolution awarding the contract to the second lowest bidder. The item did not carry.

Commissioner McDonnell asked to recall his motion for approval, with the concurrence of Commissioner Coblenz. On motion of Commissioner Coblenz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0281

Resolution awarding Contract No. 937R, Industrial Wastewater Collection System, Phase I, to M.G.M. Construction, in the amount of \$704,724.00, subject to M.G.M. complying with the minimum requirements of the Human Rights Commission within a period of five days.

Commissioner McDonnell asked for comment from the Human Rights Commission, and Mr. Mickens agreed this was a satisfactory solution.

\* \* \*





#### Landing Fees of Aircraft Under 10,000 Pounds

Mr. Heath said public hearings will be held in regard to restructuring of landing fees, including aircraft under 10,000 pounds. The trend throughout the country is to charge small planes, and staff will recommend a fee at the same time as regular landing fees will be discussed.

Commissioner Kadish said she understood 7,000 small planes land a month at the airport. She assumed FAA would have a report of pertinent information, such as safety problems and infractions. Commissioner Kadish said the fee should be high enough to deter the landing of small planes at the Airport, and Mr. Heath said that was the purpose, since small planes, inexperienced pilots were a hazard, as well as taking up the whole runways while commercial flights wait.

#### Report on the Concorde

Mr. Heath said everyone should understand that the Supreme Court did not deny the SST issue, merely did not sustain the Stay of Thurgood Marshall. Mr. Heath said he planned, after public hearings, to adopt additional rules which will concern not only the Concorde but will provide that any type of aircraft operating out of San Francisco will be allowed to continue until 1985, provided the owners agree to satisfy the requirements of FAR 36 by that date. Any new type of aircraft operating out of San Francisco must initially meet those requirements. The only airline concerned at this time is British Airways which will be coming in in April. It is likely they would not adopt the supersonic flights unless forced to by the British government.

#### Parking Rates

Mr. Heath asked Mr. Sheldon Fein, Airport Traffic Engineer, to make a report on the parking situation. Mr. Fein explained the percentage reduction of long-term parkers in the garage over the past few months, as a result of raising the all-day rate from \$ to \$6 a day. Garage closures dropped from 153 times to 27 times from the comparable six months of the previous year, while the number of vehicles increased. Mr. Fein explained two options of proposed rate increases, saying the higher rates tended to discourage people from parking for more than one day. However, in May of 1978, the first two segments of the new garage will open, providing an additional thousand spaces. At the same time, during the paving of the North Terminal apron area, 900 parking spaces for terminal employees will be lost. The employees will be moved to the economy lot. Since the economy lots come within 400 spaces of being full on a daily basis, the public will be forced to park in the garage.

Mr. Heath said that although the percentage of parkers in the garage for long-term is higher than for short-term, the previous rate hike lowered the long-term percentage from about 75% to 67%. However, the most significant factor is the number of times the garage was forced to close. Since there have been only 27 times when the garage was closed and for an average of less than an hour, indication that the fee structure is very close to taking care of the flow of traffic. Mr. Heath stated his recommendation that there be no increase, and after the additional spaces become available in May, the situation can be reevaluated.

Commissioner Kadish agreed, stating there should be no indecisiveness, and questioned Mr. Heath about the valet parking service. Mr. Heath said a report previously



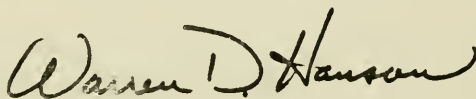
ent to the Commissioners had shown the valet operation had lost \$122,000 in 1976-77, and the estimate for the current year was a loss of \$80,000. Valet parking occupies about 30% of the curb area, plus garage space. It would be possible to raise the valet rates so the service would pay for itself, plus part of the curb space. The last time fees were raised, the number of valet parkers dropped, but about 100,000 are still accommodated annually. In order to make up this projected loss, it would be necessary to increase the rate from \$4 to \$5.50 or \$6 daily. Commissioner Kadish said she felt valet-parking is a luxury service, thus should not break-even, but make a profit for the Airport. She requested a recommendation be made for fees which would make a profit for the Airport.

Commissioner McDonnell also asked for further figures, but suggested no action be taken now because of the additional curb space available after the opening of the North Terminal. He felt that, while it might be necessary to charge a higher rate, the luxury service should be provided. Total income from the garage is \$9 million and will increase to \$15 million after May, so even if there is some loss on valet service, parking at the Airport is still profitable.

Commissioner Kadish agreed the valet service should not be discontinued, but that it should command luxury prices. Commissioner McDonnell stated the last time the rates were raised, the usage dropped off, and the 1,000 new additional garage spaces will also eliminate some valet service users.

\* \* \*

There being no further business before the Commission, the meeting was adjourned at 4:10 P.M.



Warren D. Hanson  
Acting Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



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NOVEMBER 1, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**RUTH S. KADISH**  
Vice-President

**WILLIAM E. McDONNELL**  
**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**





Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E.  
McDonnell.

Absent:

Commissioner William K. Coblentz

Commissioner Coblentz joined the  
meeting at 2:55 PM and left at  
3:25 PM.

The Minutes of the Airports Commission meeting of October 18, 1977  
were approved.

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On motion of Commissioner Kadish, seconded by Commissioner McDonnell,  
the following resolution was adopted:

No. 77-0282

Resolution approving the preliminary plans and specifications for Contract No. 1001, Air Traffic Control Tower, and Authorizing San Francisco Airport Architects to proceed with the working drawing phase of the project.

Richard R. Heath, Director of Airports, stated this resolution called for the commencement of work on the new Control Tower, pointing out the location on drawings. Mr. Heath then called on Mr. Lloyd Laity, San Francisco Airport Architects, who said the schematic drawings had been approved by the Commission in June and these were preliminary drawings. Mr. Laity went into a brief history of the new Tower. A study was done by the Airport and assessed by FAA for height and orientation. The Airport then entered into an agreement with FAA and meeting with representatives frequently, developed plans according to FAA needs. The approved schematics have been turned into an actual plan. Budget requirements remain unchanged, at just over \$5 million, including completion of the central open space left from the Garage contract. Due to timing needs, this area was included in the Control Tower contract, rather than the Garage contract, at a cost of \$915,000, making a total of \$5,950,000. Mr. Laity explained the drawings in some detail, stating if they were approved at this meeting, work could begin immediately on the working drawing phase, with the start of construction planned for July, 1978, and completion in 16 - 18 months.

Commissioner McDonnell asked when bids would be called for, if the final plans were started immediately, and Mr. Laity said in six months.

Commissioner Kadish asked if the Art in Public Places Program entered into this project, since it was a public building. Mr. Laity said the cost was included. Commissioner Kadish asked if there was consideration for bas relief in the concrete, in view of the Art Enrichment Program, and Mr. Laity replied no. Commissioner Kadish said she would like this to be considered.

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On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0283

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 1006, North Terminal Complex - Graphics.

Mr. Heath said approval was requested for the final plans and specifications and authorization for bids for the signs which will go into the North Terminal. Mr. Glen Gardner, representing Walter Landor, the Airport's design consultants, made a slide presentation for the North Terminal Complex Graphics. The roadway and garage signing contract was previously awarded, but has been coordinated so there will be a uniform program of signing. The consultants also have been working with United Airlines, who are providing the signing over the baggage carousels.

Commissioner Kadish asked if signing for the North Terminal was coordinated with the other terminals, and Mr. Gardner said no, but it was coordinated with the roadway and garage signs.

Mr. I. Grindheim, of Construction Management Consultants, said they had been working with Walter Landor, and in the next few weeks would be requesting approval of a modification of contract in connection with planned changes. Commissioner Bernstein asked if the same contractor would do both the inside and outside signing, and Mr. Gardner replied that bids would be received from a variety of firms, due to the difference in the work.

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At the direction of President Bernstein, consideration of the numbered calendared items was suspended and Reports of the Director of Airports were undertaken.

#### Report - Proposed Noise Abatement Regulations

Mr. Heath presented a proposed resolution on noise abatement regulations, stating one purpose - but not the only purpose - was to prohibit very noisy aircraft such as the SST Concorde from this airport. Planned are public hearings in the very near future, to allow industry, interested private citizens, and others to comment. Mr. Heath will then ask the Commission for approval of the rules, with any modifications resulting from the public hearing. Basically, the rules provide any aircraft operating today at San Francisco must either meet FAR 36 noise standards, or the owner of the aircraft must schedule that aircraft for retrofit, in order to comply with FAR 36 by January 1, 1985. The rules are consistent with Federal policy, will not leave an opening for legal attack, or create a burden on interstate commerce. Any new aircraft type operating out of San Francisco after adoption of these regulations would have to be certified under FAR 36 at the start of that operation. A justification is the Airport is bound to remain in compliance with the State Noise Law as it is now. The Airport must insist that all airlines retrofit so all aircraft will be newer and quieter, such as the 747 and DC 10. Basically, it is a simple resolution providing that the airlines must file with the Director of Airports periodically concerning their complete fleet and any plans for retrofitting, so we will know which specific aircraft are operating out of San Francisco, what the fleet mix is, what the plans of every airline are for retrofitting, to be in compliance by 1985. If the Commission will concur with the intent of the resolution, Mr. Heath will hold the public hearings and report back as to the results, with any changes or modifications.

-more-





Commissioner Kadish stated that at the August 16, 1977 meeting, this Commission adopted a policy saying San Francisco International Airport should become the leading airport in the world in searching for, finding and implementing means to reduce noise and air pollution. She said, in passing this resolution today, the Commission will be accomplishing that intent.

Mr. Heath concurred, stating the noise is not created by the passenger, but by the aircraft, and the only way reductions in noise can be made is by reducing the noise the aircraft itself makes. While the Federal government is moving in this direction, they are not entirely consistent. The Anderson Bill is having a difficult time in Congress. If the proposed resolution is approved, the plan is to get the other major airports to adopt the same resolution so that aircraft manufacturers and airlines will be put on notice that the major airports intend to take some very definite action.

Commissioner McDonnell said he thought the resolution fits with what has been done, and asked the mix of the flights currently coming into San Francisco and if they would pass FAR 36 standards. Mr. Heath said many of them, the majority, probably would not, and asked staff for specific information. Mr. Dale Fearn, Assistant Deputy Director of Planning, responded that approximately 40% comply and 60% do not comply with the Federal noise regulation. Mr. Heath said the older planes do not comply, but the airlines are planning to gradually replace older, noisier aircraft.

Commissioner McDonnell asked Mr. A. J. Kaiser, United Airlines, as representative of the airlines, if he felt all the airlines have programs to ensure their aircraft meet the regulation by 1985. Mr. Kaiser stated he did not know about all airlines, but the major airlines did have such programs. Mr. Heath said that most planes would comply by 1985, either replaced or retrofitted. Mr. Kaiser said United would not retrofit, but would replace the older planes.

Kathleen Van Velsor, representing the Airport Impact Reduction Force, said she considered this action commendable, and asked about Mr. Heath's remarks concerning court tests and interstate commerce. She asked if the Airports Commission was interested in possible litigation.

Mr. Heath said the judges and Congress seem to indicate that airport operators "have a responsibility" of protecting residents surrounding airports from the noise of the airport, but they also say an aircraft in flight is beyond the control of a local operator and under the jurisdiction of Congress due to the interstate Commerce clause a court test could arise, so in drafting the resolution, this distinct possibility was considered. The FAA has indicated that local airport authorities have the authority to ban the Concorde or any other aircraft which exceeds noise regulations, on the basis of regulations which are non-discriminatory. A major test of any court action would be what is "discriminatory". Any new type of aircraft, not currently operating out of San Francisco, would need to meet FAA standards which are stricter than any the Concorde has been asked to meet in New York, so the SST would not be singled out. A more important factor is that should any attack be made on these regulations, any attempt to bring in noisier aircraft, the Commission would go to court to take whatever legal action is necessary. If attacked, the Commission will take any action to the Supreme Court, if necessary.

Commissioner McDonnell said, by this resolution, the Commission would adopt proposed rules and direct the Director of Airports to hold public hearings. He suggested deletion of the words "adopts the following proposed regulations". Mr. Heath said that legally these regulations could be adopted at this meeting, but that public hearings should be held since there is no threat of the Concorde landing here.



Commissioner Kadish asked that under proposed Rule 1, the wording should be "...must be replaced or scheduled to receive retrofit.."

Mr. George Baglin, Utilities General Counsel, concurred with the two proposed changes.

Ms. Van Velsor said she understood British Airways planned to introduce some sort of supersonic plane in April 1978. Mr. Heath replied that BA would introduce San Francisco - London service in April, but would not use the Concorde, since the flight is mostly over land, but would use 747's or DC 10's.

Mrs. Anita Maraviglia said San Francisco was a step behind as New York City had started hearings on FAR 36 in October, and asked if contact had been made. Mr. Heath said he had been in communication with New York City.

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On motion of Commissioner McDonnell, seconded by Commissioner Coblentz, the following resolution was adopted as amended:

No. 77-0290

Resolution directing the Director of Airports to hold public hearings on the proposed noise abatement regulations which are consistent with the intent of this Commission.

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The meeting was recessed at 3:15 PM.

The meeting was reconvened at 3:35 PM.

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#### Report - Solar Energy

Mr. Heath said the energy conservation study was completed and asked the consultants to give the same presentation as was given to staff last week, and introduced Mr. Dale Sartor of Interactive Resources, who narrated a slide presentation on solar energy, and made other pertinent comments.

Commissioner McDonnell asked the total cost of the study, and Mr. Robert Lee, Deputy Director for Engineering, said \$28,700 was the top figure.

Commissioner Kadish questioned the contents of the written report, which stated the project was expensive and somewhat experimental, asking how that fitted in with a recommendation. Mr. Sartor explained there were many unusual problems in working with an airport, such as glare not only to the oncoming aircraft but in the eyes of the air controllers. Commissioner Kadish mentioned cost and asked if the system would pay for itself in 22 years, and asked the life of the equipment and maintenance costs. Mr. Sartor answered that maintenance was one or two percent. Money would be saved in the 23rd year, as it took 22 years to pay for itself. Equipment must last a minimum of 25 years to be cost effective, so high quality was important.

-more-





Commissioner Kadish remarked that the FAA will have to act on what effect solar energy will have on aircraft. Mr. Sartor replied that FAA had not given a definite answer at this point, saying it would be necessary to apply formally. This is a basis for Interactive Resources' recommendation that one area be used in the project, Rotunda A, where there are fewer potential problems of reflection, glare, etc., and recommended application to ERDA for funding.

Commissioner McDonnell asked for a recommendation. Mr. Sartor suggested applying for Federal funding for Rotunda A, at an estimated cost of \$600,000. Commissioner McDonnell then asked what firm is capable of setting a plan to accomplish this, and Mr. Sartor replied very few firms are capable but a design team, mechanical engineers and solar scientists, could be hired for the project. Commissioner McDonnell then asked Mr. Sartor, since his firm had done the study, was it sufficiently proven so that it could be turned over to a group of designers to put together the project, or would it have to go into the experimental stage. Mr. Sartor replied the study was out of experimental - only experimental in relation to the Airport due to unusual factors such as radar and solar glare.

Commissioner Kadish asked if any airports had solar energy, and Mr. Sartor told her Aspen, Colorado had a type of solar heating.

Mr. Tom Butt of Interactive Resources spoke of federal financing and how he had obtained grants for their projects. Mrs. Kadish questioned him about the percentage of successful grants, and Mr. Butt explained in detail.

Commissioner McDonnell asked Mr. Heath for his recommendation, and Mr. Heath said staff recommendations had been sent to the Commissioners by memo. Mr. Sartor recommended computer modeling for the North Terminal, Garage, and retrofitting equipment installed in other areas. Any other projects in the Modernization and Replacement Phase should be computer modeled at the outset. Benefits should be studied in view of the entire terminal area, in regard to other means of energy conservation, such as lights turned on and off automatically. Mr. Heath said his staff will present their specific recommendations on proceeding with the ERDA grant request at the November 15 meeting.

Mr. Heath explained Rotunda A was chosen for this project, instead of Boarding Areas H & I, because of the construction of the mechanical system, which makes it easy to tie in with the existing system. It is remote from the ILS System and should cause no interference with landing operations.

Commissioner Kadish said she chose at this point not to take any action, delaying until the November 15 meeting, at which time she would like information spelled out as to costs and other factors. She noted from the draft and summary reports that many energy saving techniques were recommended where costs would be minimal and results maximal, and asked for a report on what steps had been taken, how operating, as she was particularly impressed with some of the energy conservation measures.



Commissioner McDonnell asked what the Federal government would contribute, and Mr. Sartor said he didn't know; in the past up to 100%, but there was now mandatory cost-sharing. Mr. Fearn said energy conservation and solar energy go hand-in-hand. Grant applications were due the first of the year and, as well as writing the proposal, it will be necessary to pay 20% to match 80% the government will pay.

Mr. Heath said a report would be made by Maintenance and Operations at the November 15 meeting on energy conservation measures recommended in the study.

Ms. Sylvia Gregory spoke of how happy she was that this report had been presented, as this subject was first mentioned when the Sierra Club made its initial report on the EIR in 1972 and said she thought it should have been looked at in the construction of the North Terminal.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was approved:

No. 77-0284

Resolution rejecting the sole bid submitted by Malott & Peterson-Grundy, 2412 Harrison Street, San Francisco, California 94110, for Contract No. 1094, Waterproofing Observation Decks - Central Terminal and authorizing the Director to re-advertise for new bids.

Mr. Heath explained that only one bid, 30% higher than the engineer's estimate, had been received on this contract; it was necessary to reject it and review the bid contract.

Commissioner McDonnell asked if there was rebidding now, and Mr. Heath said they were exploring the reasons for such a high bid. Commissioner Kadish wondered if the specifications had been changed as yet, and if the material specified in the bid could have only been obtained by the bidding company. Mr. Lee denied this, stating all other prospective bidders were busy on other projects.

\*\*\*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolutions were approved:

No. 77-0285

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 97 thru 100, and requesting the Controller's certification of Modification No. 27 to Airport Contract 650C, in the total amount of \$15,906.00.

No. 77-0286

Resolution approving and ratifying the action of the Director of Airports in approving Change Order 103, and requesting the Controller's certification of Modification No. 28 to Airport Contract No. 650C, in the total amount of \$24,920.00.

-more-



No. 77-0287

Resolution approving and ratifying the action of the Director of Airports in approving in accordance with Airports Commission Resolution No. 70-0044, Change Order No. 812-6 and requesting the Controller's certification of Debit Modification No. 5 in the amount of \$12,000.00.

No. 77-0288

Resolution accepting the work under Airport Contract No. 1039, Widening of Road R-6, as satisfactorily completed; approving and requesting the Controller's certification of Credit Modification No. 1 in the amount of \$1,087.15; and approving final payment in the amount of \$9,058.06 in favor of the Contractor, B. Fontana and Sons, Inc., 338 North Canal Street, South San Francisco, CA 94080.

Referring to Item No. 6, Commissioner McDonnell asked if the FAA paid 75%, and Mr. Heath replied yes.

\*\*\*

Agenda Item No. 8 was taken off calendar.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was approved:

No. 77-0289

Resolution accepting Amendment No. 1 to the ADAP Project No. 6-06-0221-08 Grant Agreement and authorizing the Director of Airports, acting on behalf of the Airports Commission, to accept and execute said amendment.

Mr. Heath said this resolution was acceptance of the first amendment to ADAP 8 Grant Agreement, authorizing the Airport to proceed, and increasing the Federal reimbursement from \$5 million to \$9 million for various construction projects.

Commissioner McDonnell asked if the work had been done or would it last through the rest of this year. Mr. Heath replied the funds, increased to about \$10 million, were for Fiscal Year 1977-78.

Ms. Kathleen Van Velsor asked if formal application had already been made to the FAA, and Mr. Fearn replied that ADAP 8 had been approved on the basis FAA would fund the second part of this two-year contract.

\*\*\*





On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was approved:

No. 77-0291

Resolution approving the appointment of J. Peter Singer as Deputy Director of Airports, Business Administration, effective Monday, November 14, 1977, vice William V. Paizis, retired.

\*\*\*\*

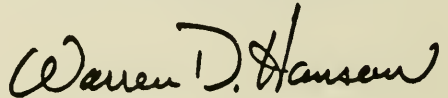
Commissioner McDonnell said that among the staff attending the meeting was Mr. Emmett Smith, Acting Deputy Director, Business and Finance, who had just arrived back from Greece, where he had participated in the 26-mile Olympic Marathon. Over 1,500 people from throughout the world had entered this competition, to run the original course. Eight hundred runners completed the race, with Mr. Smith finishing 444th. Commissioner McDonnell congratulated Mr. Smith.

\*\*\*

Commissioner Kadish stated, at Commissioner Coblenz' request, that on June 19, 1977, the Commission had authorized Freda Koblick to do some art work for the North Terminal. Commissioner Coblenz would like some communication from the artist and a report on her progress.

\*\*\*

There being no further business before the Commission, the meeting was adjourned at 4:10 P.M.

A handwritten signature in dark ink, reading "Warren D. Hanson". The signature is written in a cursive, flowing style with a large initial "W".

Warren D. Hanson  
Acting Secretary  
Airports Commission



# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

NOVEMBER 15, 1977

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**GEORGE R. MOSCONE, MAYOR**

## COMMISSIONERS

**MORRIS BERNSTEIN**

President

**RUTH S. KADISH**

Vice-President

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E.  
McDonnell, William K. Coblentz.

Absent:

None

The Minutes of the November 1, 1977 Airports Commission meeting were approved.

\*\*\*

Airports Commission President Bernstein read the Commission statement concerning the successful passage of Proposition C, the \$90 million Airport Revenue Bond Issue. The text of the statement is attached to these minutes and incorporated by reference.

\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0292

Resolution approving the Solar Energy Feasibility Study Report submitted by Interactive Resources, Inc. and authorizing Director of Airports to proceed with implementation of certain phases contained therein as recommended by Airport staff.

Mr. Richard Heath, Director of Airports, stated that the staff recommendation is threefold: 1) to proceed with the solar energy project to provide hot water and space heating for Rotunda A; 2) that a computer modeling be used in all present and future facilities to meet the highest energy conservation standards; and 3) that staff undertake specific actions to reduce energy currently being used in all facilities. He asked that the Commission accept staff recommendations as follows: that South Terminal lighting be adapted to automatic system to reduce lighting during daylight hours; turn off escalators in the South Terminal during midnight to 6 AM; shut down Central Terminal escalators during the same time; shut down walkways during same hours under same procedures; reduce concourse lighting to half current use during daylight hours. He said they have already taken some action in turning thermostats down to reduce air conditioning load and reducing hot water temperature from 140° to 105°. He added that airlines and other tenants will be instructed to cooperate; that these things will be done on a trial basis and if they prove effective will be continued on a permanent basis.

Commissioner McDonnell asked what amount of money has been set aside for the solar energy program. Mr. Heath stated this will give authority to move ahead and prepare a grant application. We will then install a solar heating unit on the top of Rotunda A. Commissioner McDonnell again asked what the building would cost and was told by Mr. Robert Lee, Deputy Director, Planning and Engineering, that we don't know; it would have to be in place for about 20 years to be cost effective.



Commissioner Kadish said it is her understanding that it would cost \$7,000 and that no such sum is included in the resolution for the grant application.

Mr. Lee stated he would have the figures at the next meeting on a modification of the contract. A figure was quoted to him and he has requested a detailed breakdown on the scope of their work.

Commissioner Kadish said the amount went up \$600 since the last meeting.

Mr. Heath said the specific contract would come before the Commission for approval.

\*\*\*

Agenda Item No. 2 was taken off calendar at the request of Commissioner Coblentz, for further study.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0293

Resolution approving the employment of Williams & Williams, Industrial Carpets, as carpet consultant to the City, and to provide testing services for Contract 980, North Terminal Complex Carpeting, in the total amount of \$15,000.

Mr. Heath stated this involves a professional services agreement with Williams & Williams, Carpet Consultants, who will provide the airport with service which will include recommending and preparing performance specifications and warranty requirements for a carpet best suited for airport use; testing carpet samples submitted by manufacturers and the certifying of contractor's installation. Heath said in checking with consultants, he found that there is great diversity of opinion as to which is the best type of carpet for airports. It was, therefore, decided to utilize the services of Williams & Williams, whose specifications will be put out to the carpet manufacturers. The manufacturers will submit samples that will be tested by the consultant.

Commissioner McDonnell inquired about the timetable for the opening of the North Terminal and how long it would take to do this.

Mr. Jason Yuen of the Engineering Staff stated they expect to put the job out to bid by the end of December.

Commissioner McDonnell then asked Mr. Williams, of Williams & Williams, how long it would take them to decide which company offered the best carpet and he said two weeks. Commissioner McDonnell then asked if he would be putting out more than one spec and Mr. Williams related the types of specs he would put out.

Commissioner McDonnell then asked about the pad for the carpet and was told that was not in the specs, whereupon he asked if it wasn't unusual to have a carpet without a pad. Mr. Lee said they had used carpets of that type which didn't hold up.





Commissioner McDonnell asked many questions of the consultant in order to determine the type of work he would be doing. He then asked Mr. Heath if he felt carpet without padding is better and he said that consideration should be given to: replacement, cost and wearability. These problems would be taken care of.

Mr. Walford, a carpet consultant for many years, disagreed with the Williams Company as to the best type of carpet to use at the Airport. He related the difference between tufted and woven carpet, stating what he believed to be suitable for the airport, as well as citing his many years of experience in the business as justification of his opposition to carpets without padding.

Commissioner Coblenz stated he felt he must rely on the competence of the staff and the recommendation of the Director.

Mr. Heath added that all the carpet manufacturers would be allowed to present their solutions to the problems; that he feels comfortable in having Williams & Williams' consultant services set up specifications.

Commissioner Kadish asked Mr. Williams certain questions as to what their specifications will contain, i.e. alternatives for weight, backing, etc. and if there would be limitations.

Mr. Williams stated there will be some limitations. However, he added, if a mill believes they have a better product he will test it to see how it holds out.

Commissioner Kadish felt there should be alternatives. She felt the specifications should be so broad that even the smaller manufacturers would have an opportunity to submit samples.

Commissioner McDonnell asked what type of material would be recommended. Mr. Williams stated they would recommend 100% nylon. Commissioner Kadish asked about static electricity shocks and the effect of cigarettes. Mr. Williams stated the material would be specially woven so as to prevent most of the shock, and that the melt factor from cigarettes would be greatly reduced.

Commissioner McDonnell expressed concern that specifications for the carpet were already set and that they were too narrow.

Mr. McCready of Mohawk Carpets gave his view on the durability of certain types of carpet.

Commissioner Bernstein asked about the difference between 100% nylon and nylon with 70% acrylic. He was informed by Mr. McCready the difference is in the carpet's resistance to burns. When asked whether all synthetics weren't subject to problems of cigarettes and heat, Mr. McCready answered the woven carpet works out better for this type of installation and that the airlines have specified their preference for woven carpets.

Commissioner Kadish stated that considering the amount of time invested in this research by the Director, the least we can do is place confidence in him and his desire to do the best he can for the airport. She called for the question. Inquiries continued and Mr. Heath stated that he would tell the manufacturers who feel that a woven carpet will meet the specifications, to submit it for testing.



Commissioner Kadish said she felt the discussion was getting too far away from the original purpose of hiring a carpet consultant in the first place. She asked Williams if their duty was to come forth with a specific recommendation, not for a type or weave of carpet, but merely performance specifications. Mr. Williams assured her this was the case.

When Commissioner Bernstein asked if that was right, Mr. Williams said he would have to qualify that and said they will allow all kinds of samples to be sent in to them; the reason for this is that you are hiring us as an expert. We know the probabilities; we will accept samples from any recognized company. Further questioning ensued as to what criteria Williams & Williams would use. Mr. Williams cited a few: approach, appearance, toughness, yarns, cleanability and flamability. The Commission approved hiring the Williams Company with the proviso that all specifications be reviewed by the Commission before being put out to the carpet mills.

\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0294

Resolution approving Modification No. 23 to the professional services agreement with the San Francisco Airport Architects and requesting the Controller's certification of said Modification in the total amount of \$198,416.00.

Mr. Heath said this is a modification of a professional services agreement in which all the items are payment for work that has already been performed, with the exception of the wind study for the FAA Tower.

\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0295

Resolution approving the action of the Director of Airports in settling and compromising claims which resulted in payment under \$2,500.

\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0296

Resolution approving the final plans and specifications submitted by Host International, showing a loading dock which they propose to construct at the rear of the Central Terminal to permit delivery trucks making deliveries of hot food from the Commissary to avoid the terminal roadways and subsequent delays resulting from traffic congestion.

\*\*\*



On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0297

Traverse Corporation, DBA Budge Rent-A-Car, is engaged in the operation of Automobile Rental Service under Permit Agreement entered into August 7, 1973, and approved by Airports Commission Resolution 73-0159 dated August 7, 1973.

Mr. Heath stated this will change the insurance requirement permitting Budget to self-insure in the amount of \$1 million.

\*\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0298

Resolution awarding Contract No. 1127, Differential Settlement Connection - Sewage Lift Station No. 5, to Monterey Mechanical Company, 8275 San Leandro Street, Oakland, CA 94621, in the total amount of \$15,804.00, on the Base Bid only.

Mr. Heath stated the award of this contract is on the base bid only.

Commissioner Kadish asked what the alternate on that contract involved. Mr. Lee stated that Alternate "A" was for ventilating a shaft. He said we are operating it like this for the time being, but if Maintenance says the work is necessary, we can put out a formal contract later.

Commissioner Kadish pointed out that if there is a later informal contract it will cost more than this lower bid. Mr. Lee said it would be desirable to award now, but we do not have the money.

\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolution was approved:

No. 77-0299

Resolution approving Modification No. 2 to the Professional Services Agreement with Tracor Sciences and Systems, extending the time of completion of collection, analysis and review of noise source data and better coverage of typical year round wind conditions.

\*\*\*





On motion of Commissioner Coblentz, seconded by Commissioner McDonnell, the following resolution was approved:

No. 77-0300

Custodial study covering existing housekeeping operations at the South and Central Terminals and future operation of the new North Terminal. The study to include: Preparation of an Operations Housekeeping Manual, an in-house departmental budget and a custodial bid package.

Mr. Heath stated this is a professional services agreement which is in furtherance of Commission policy to keep the airport clean. This firm will evaluate what we are doing, indicate where we can become more efficient. We did considerable research and received excellent reports on this firm. Recommended.

\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolutions were concurrently heard and approved:

No. 77-0301

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 1123, Improvements to Apron Lighting, Pier F.

No. 77-0302

Resolution approving and ratifying action of the Director of Airports in approving Change Orders 2 and 3, and requesting the Controller's certification of Modification No. 3 to Airport Contract No. 977, in the total amount of \$4,905.04.

Mr. Heath stated this is a modification of change orders that were previously approved on this electrical distribution contract.

\*\*\*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was approved:

No. 77-0304

Resolution approving supplemental appropriation in the amount of \$90,000,000.

Mr. Heath said the airport requires these funds to issue the \$90 million revenue bonds. There had been a request in our budget this year for \$330,000, which was cut. Until we have the money restored, we cannot hire a bond counselor. Any further delay will result in inflationary prices on our contracts. He gave the breakdown on the appropriation as to what projects the money would be used for.



Commissioner McDonnell commented that it is a good thing for the Airport and San Francisco to have the bonds passed. He felt that Mr. Heath did an exemplary job and commended him.

Commissioner Kadish stated her policy had been never to vote on a "last minute" appropriation, but felt this one warranted a softening of said policy.

\*\*\*

There being no further business, the meeting adjourned at 3:57 PM.

A handwritten signature in dark ink, reading "Warren D. Hanson". The signature is written in a cursive style with a large, sweeping initial "W" and a long, curved flourish at the end.

Warren D. Hanson  
Acting Secretary  
Airports Commission



# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

DECEMBER 6, 1977

**GEORGE R. MOSCONE, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**RUTH S. KADISH**  
Vice-President

**WILLIAM E. McDONNELL**  
**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E.  
McDonnell.

Absent:

Commissioner William K. Coblentz.

The Minutes of the Airports Commission meeting of November 15, 1977, were approved.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0305

Resolution awarding Contract No. 1094R, Waterproofing Observation Decks - Central Terminal, to Malott and Peterson-Grundy, 2412 Harrison Street, San Francisco, CA 94110, in the total amount of \$61,700.

Mr. Heath, Director of Airports, pointed out this is a rebid on a previously bid contract. The engineer's estimate was \$61,000. He recommended award of the contract to Peterson-Grundy.

Commissioner Kadish inquired if Host contributes to the deterioration of the observation decks. She was informed that was not the case, that Host would welcome the observation deck being moved to the second floor because the traffic to the third floor observation deck makes it difficult for them to keep the carpets clean.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolutions were adopted:

No. 77-0306

Resolution approving and requesting the Controller's certification of Debit Modification No. 29, to Airport Contract 650C, in the total amount of \$7,230.00, authorizing payment to the contractor to perform tenant work for United Airlines at the sole expense of United Airlines.

No. 77-0307

Resolution approving and requesting the Controller's certification of Debit Modification No. 17 to Airport Contract No. 950, in the total amount of \$89,531.00, which incorporates Bulletin 71, providing for necessary modifications to accommodate UAL tenant requirements under UAL Revision No. 6; and Bulletin 73, revising walk truss enclosure at Connector where it interferes with the Boeing Baggage conveyor.

Mr. Heath said this is a modification requested by United Airlines. They have already given the airport a deposit. He added that Agenda Item No. 3 should be considered along with this item as it is the same type of transaction.

\*\*\*





On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0308

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders No. 925-3 and 925-4 in accordance with Airports Commission Resolution No. 70-0044 and requesting Controller's certification of Debit Modification No. 2 in the amount of \$9,333.61.

Mr. Heath said these are two modifications on our North Terminal Apron taxiway reconstruction. This is part of the settling problems which could not have been anticipated at the time of the contract.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0309

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 1 thru 3, and requesting the Controller's certification of Modification No. 1 to Airport Contract No. 1015, in the total amount of \$7,815.96.

Mr. Heath said this was an unanticipated problem that occurred due to ground settlement. The second is requested by the Airport Architects providing for change in certain pipes and will be evaluated at the end of the project. The third change was requested by our Maintenance Division.

\*\*\*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0310

Resolution accepting the work under Airport Contract No. 1046, Reactivate Fire Pumps - Old Pan Am Base, as satisfactorily completed; approving and requesting the Controller's certification of Debit Modification No. 1 in the amount of \$750.00; extending the completion date from October 4, 1977 to November 17, 1977; and approving final payment in the amount of \$2,857.00 in favor of the contractor, McCrary Construction Company, P.O. Box 4120, Foster City, CA 94404.

Mr. Heath said this change came about as a result of a change in the Fire and Safety Code. This is the final modification and approval and completes the contract.

Commissioner Kadish expressed concern that 5½ ft. of pipe should cost 625 and was told that most of the cost was for labor.

\*\*\*



On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0311

Resolution approving and ratifying the action of the Director of Airports in approving change order No. 1079-1 in accordance with Airports Commission Resolution No. 70-0044 and requesting Controller's certification of Debit Modification No. 1 in the amount of \$1,260.00.

Mr. Heath said this is a modification of Contract No. 1079 which provides signing to buses and non-illuminated signs directing the public to the restrooms on Pier D, as well as modifies an existing illuminated sign in the South Rotunda of the Central Terminal. He said he was very much concerned about the cost of these signs but was assured by Mr. Lee, who provided him with a memo from the original contract, that this was necessary and that these were not normal signs.

Commissioner Kadish said she was quite concerned when she saw this item. At that time she did not know that these signs normally run about \$300 and questioned what is involved in the installation of a non-electrical sign that would make it cost an additional \$400. She is concerned that lots of signs on Pier D will be changed in the next couple of years and the money we spend now would be "down the drain". She wanted to know if alternatives had been considered. She said she feels there is an assumption that the Commission will automatically pass something of this sort, and felt it warranted some discussion.

Mr. Lee then explained in detail the work and costs for the signs. He said the cost has been thoroughly checked out, especially with the Maintenance people who have a standing contract with the company. Also, he said, it was necessary to set up a procedure to expedite approval of change orders up to \$25,000. Delays are critical and we cannot afford to let the contractor sit around for even a day. Under Resolution No. 70-0044, change orders under \$25,000 can be approved by the Director.

Lee said other signs might not blend in with the decor. The temporary signs being installed have been planned to blend in, and they are plastic signs.

Commissioner Bernstein asked if the signs can be used again and what is done with them later. Mr. Lee answered the lettering for the North Terminal signs will be different and that all the existing signs will eventually be replaced.

Commissioner Kadish said that it must be recognized that the Commission attitude is that money is not to be spent as if there were an endless supply. She recognized the need for Resolution 70-0044, but there still has to be very carefully weighed judgment on spending. No Director should be embarrassed by questions at an open meeting. If there are alternatives they must be very carefully considered. Cosmetics are important but so are permanence and costs.

Commissioner McDonnell stated that he feels any item that has been brought to the Commission has already been given double scrutiny by the Airport staff.

\*\*\*



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0312

Resolution approving Modification No. 1 to the Professional Services Agreement with Interactive Resources, Inc., to provide complete services in the preparation of a proposal to the Federal Energy Research & Development Administration (ERDA) for a project demonstration grant in the International Rotunda "A" for solar heating of domestic hot water and space heating.

Mr. Heath said this resolution would authorize modification of the professional services agreement on the solar energy study. He said they asked for a breakdown on the time and cost and were given an estimate of 260 man hours of professional time at approximately \$25.00 per hour, which is not an unreasonable cost.

Commissioner McDonnell stated at the last meeting we asked staff to include the costs and he is assuming that this is one-third of the hot water and space heating. He was told it was space heating through the use of hot water. He wanted to know the exact volume involved and said they need a measure for comparison. He was told the written report will include an analysis of what we will be spending on future installations. This will pay for itself only if it is used for at least 20 years. This type of system is simple and it is relatively easy to transfer its location.

Commissioner Kadish said this is an exciting thing and if we are successful we will become a model for other airports around the country, and by doing so we are serving the public interest.

Commissioner McDonnell stated if this works out he feels eventually all our public buildings and hospitals will use it.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0313

Resolution authorizing the Director of Airports to request the City Attorney to intervene and fully participate in the St. Louis-San Francisco/Oakland/San Jose Nonstop Route Proceeding, Docket No. 31491, as indicated by CAB Order No. 77-10-26, or subsequent orders pertaining thereto; and declaring that this Commission supports nonstop competitive service, without carrier preference, in the St. Louis-San Francisco Bay Area market.

Mr. Heath stated this authorizes him to request the City Attorney to intervene in the Toronto-San Francisco/Oakland/San Jose route proceedings, without preference as to carrier.

\*\*\*





On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0314

Resolution stating the Airport's compliance with Title VI of the 1964 Civil Rights Act, as effectuated by the U.S. Department of Transportation Regulations, 49 Code of Federal Regulations, Part 21, by including in all existing and future agreements an appropriate nondiscrimination clause.

Mr. Heath said we have been asked by FAA to place in all our contracts and agreements a nondiscriminatory clause which is a little different from that used in City law.

\*\*\*

On motion of Commissioner McDonnell, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0315

Resolution amending Section 1.3.7 (D) of the Airport Rules and Regulations (Commercial Activities) to conform to California Penal Code Section 602.4 and amending Airport Rules and Regulations Section 1.3.7 (N) to provide more specific standards and procedures regarding the exercise of First Amendment rights at San Francisco International Airport.

Mr. Heath said there has been a great deal of controversy in this and other airports regarding religious groups, in addition, we have been receiving substantial requests from other political and religious organizations to accomplish the same activities, i.e. solicit funds. We have asked City Attorney to draft a new set of regulations which would allow us better to control this activity. Since it has been sent to you (the Commission) there are some changes which I believe should be placed in the package. He added, basically this regulation will cover not only proselyting by religious organizations, but also provide some control over distributing pamphlets and other materials. The suggested changes are to delete some requirements that are more appropriate for other activities. He suggested specific amendments which have been incorporated into the adopted resolution.

Commissioner Kadish said she appreciated staff's responsiveness to her request in this matter and she feels this clears the problem.

\*\*\*



On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolutions were adopted:

No. 77-0316

Resolution requesting the Controller to allot funds and to draw a warrant against such funds as are or will be legally available in payment of said claim against the San Francisco International Airport by Katherine Oppenheimer, in the amount of \$9,000.

No. 77-0317

Resolution requesting the Controller to allot funds and to draw a warrant against such funds as are or will be legally available in payment of said claim against the San Francisco International Airport by Ena Penate, in the amount of \$5,000.

Mr. Heath said these two items should be voted upon together since they both relate to claims against the Airport. They both have been reviewed by the City Attorney's office and he concurs in the recommendation that these claims be settled.

\*\*\*

Director's Report: Noise Abatement Public Hearing

Mr. Heath reported on the hearing, stating he was pleased with the number of people who attended and their patience at being limited to five minutes speaking time. He felt their comments were helpful and said we are in the process of making modifications based on some of their suggestions. The tone of the citizen testimony was reasonable and he felt it was an excellent meeting. Another public meeting is planned after revisions have been made. The third meeting is planned in the Millbrae City Council Chambers. He expressed appreciation to the Board of Supervisors of San Mateo County. He added he had received a letter from Tracor Systems, the people who installed our noise monitoring system. It mentions a question being raised about the calibration being off. It has been checked and found to be within the standards allowed by State law. He said he would send a copy to the San Mateo Board of Supervisors.

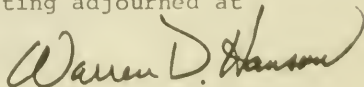
Commissioner Kadish felt that some of the suggestions made are very well placed. She said she noted the problems that exist with different airports having different regulations, and that there is a probability that we can get all airports to have similar regulations so there is unanimity.

Mr. Heath said he has sent copies of our regulations to other airports. Los Angeles is doing essentially the same thing that we are. He has sent copies to Seattle, New York and AOCI asking for information on other airports.

Commissioner Kadish then asked what the plans were for future hearings. She was told based on the first and second public hearings the staff would redraft the regulations, bring them back to the Commission for review, then go to the third public hearing before the Commission takes final action.

\*\*\*

There being no further calendared business, the meeting adjourned at 2:20 PM.

  
Warren D. Hanson  
Acting Secretary  
Airports Commission



# SAN FRANCISCO AIRPORTS COMMISSION



5

## MINUTES

OCT 29 1977

PUBLIC LIBRARY

DECEMBER 20, 1977

**GEORGE R. MOSCONE, MAYOR**

## COMMISSIONERS

**MORRIS BERNSTEIN**

President

**RUTH S. KADISH**

Vice-President

**WILLIAM E. McDONNELL**

**WILLIAM K. COBLENTZ**

**RICHARD R. HEATH**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



Call to Order:

2:30 PM

Present:

Commissioners Morris Bernstein,  
Ruth S. Kadish, William E.  
McDonnell, William K. Coblentz.

Absent:

None

The Minutes of the Airports Commission meeting of December 6, 1977,  
were approved and adopted.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz,  
the following resolution was adopted:

No. 77-0318

Resolution requesting the Mayor  
to recommend to the Board of  
Supervisors the adoption of a  
resolution authorizing the Air-  
ports Commission to submit ADAP  
Project Application No. 9 to  
the Federal Aviation Administra-  
tion for a grant of Federal funds  
and to accept the resulting  
grant offer.

Mr. Richard R. Heath, Director of Airports, stated this will provide  
approximately 10,800 ft. of reconstructed runway; that the total esti-  
mated cost of the project is \$3,750,000 and that \$2,812,500 is eligible  
for Federal funding.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz,  
the following resolution was adopted:

No. 77-0319

Resolution authorizing the  
Director of Airports to issue  
an interdepartmental work order  
in the amount of \$127,800 and  
to make transfers of funds as  
required to the Art Commission  
to cover expenses for the  
purchase of art work under the  
Art Enrichment Program for the  
North Terminal Complex.

Mr. Heath stressed that this resolution authorizes the work order and  
the transfer of funds, but that payments cannot be made without the  
approval of the director; adding that this is the first phase of said  
approval.

\*\*\*





On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0320

Resolution approving the final carpet specifications and authorizing the Director of Airports to proceed with the pre-bid qualification of carpet manufacturers.

Mr. Heath stated this resolution authorized the Director to go ahead with the pre-bid qualifications of carpet manufacturers now that the formal and general specifications for the bid have been established. These qualifications are broad so as to permit a wide range of carpet samples to be submitted. He called attention to the guarantee clause, which states that the manufacturer must be responsible for inspecting the carpet installation. The manufacturer shall also guarantee performance of carpeting with a \$1 million bond. He said this will be included in the contract as part of the bid.

Mr. Heath said that in a magazine called Modern Floor Coverings, he found that in most articles nylon was the most widely selected fabric for carpets. One thing not specified was whether the carpet should be woven or tufted. He asked Mr. Jason Yuen, of Airport Engineering, about this and was told that the response was in favor of tufted carpet. He added the specs do provide for either tufted or woven, there is a clause which allows the manufacturer this leeway.

Commissioner McDonnell said he is concerned that the difference in the cost between the tufted and the woven will cause the airlines to be in favor of the tufted. At this point, Mr. Heath reminded him of the specifications, that the carpet must meet certain performance standards. McDonnell then pointed out the nature of the tufted carpet, how it is made and its vulnerability. He then asked if we have any survey from other airports as to what they are installing. Mr. Heath then said the woven will ravel; that it will do the same thing as the tufted given the right conditions. Commissioner McDonnell asked if there are many manufacturers who manufacture both and was told there are a few.

Commissioner Kadish brought up the problem of testing for removal of stains from coffee and wine, and noted that nothing had been said about cigarette burns and chewing gum and wondered what would be done about that, also about cleaning stains from passengers who get sick after a flight.

Mr. Williams, the consultant from Williams & Williams, explained how some of the carpet cleaning problems would be handled and how gum would be removed. He added that three types of cleaners (depending on the soil); water, cleaning solvent and/or other chemicals would be used. He said in other cases patching would be done.

When Commissioner Kadish asked if patching would be done in alternate colors, she was told when a large area is involved it will be broken up by alternate color strips.

Mr. Robert G. Lee, Deputy Director, Planning & Development, stated there is a tentative color scheme selected by Landor Associates. They will try to get as close as possible to the originally selected color. Mr. Yuen showed color samples to the Commission.

Mr. Heath said we want the manufacturers to come up with a design that will be effective for maintenance and durability.

Commissioner McDonnell said he felt the manufacturer should be made responsible for the maintenance of the carpet as well as the installation.



Mr. Williams reiterated the three major methods of cleaning. He said they will screen out carpets that are not easily maintained; that they will set up actual maintenance procedures, frequencies, equipment and cleaning personnel and they will be trained in proper procedures.

Commissioner McDonnell stated he feels we should stay out of the maintenance business as far as carpet is concerned. The installer should be responsible for the maintenance of the carpet.

Mr. Lee stated we have a landscaping contract where the landscaper is under a two-year contract to maintain the landscaping and he does not think it would be a problem to put that provision in the contract.

Commissioner Kadish said we are injecting an additional element that may not relate to the testing but to the bid call in March.

Mr. Heath said we would have to consider the usual practices in business. If we do it that way, we may be constructing a bid that would cause problems.

Commissioner McDonnell said that is why he brought this up now; to allow someone to find out what the practice is.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0321

Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 1126, Industrial Waste Collection System, Phase III.

Mr. Heath said this resolution authorizes the Director to call for bids for constructing the pumping system for conveying industrial waste water generated at various locations on the airport to the future industrial waste water treatment plant.

\*\*\*

On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0322

Resolution awarding Contract No. 1123, Improvements to Apron Lighting, Pier F, to Delta Star Electric Company, Inc., 2663 Fair Oaks Avenue, Redwood City, CA 94063, in the total amount of \$6,444.00.

Mr. Heath said this is for airport lighting around Pier F and that the contractor selected for the work was Delta Star Electric Company, Inc.

\*\*\*

On motion of Commissioner Coblenz, seconded by Commissioner Kadish, the following resolution was adopted:

No. 77-0323

Resolution accepting the work under Airport Contract No. 1079, Signing to Buses - Terminal Complex, as satisfactorily completed and approving final payment in the amount of \$17,470.00 in favor of the contractor, Panad Associates, 100 South Ellsworth Avenue, San Mateo, CA 94401.





Mr. Heath said this is acceptance of work as satisfactorily completed and termination of Contract 1079.

\*\*\*

On motion of Commissioner McDonnell, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0324

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders 90, 101, 102, and 104 thru 106, and authorizing an extension of contract completion time of 65 calendar days from June 23 to August 27, 1978, and requesting the Controller's certification of Modification No. 30 to Airport Contract 650C, in the total amount of \$20,553.00.

Mr. Heath said this is a series of change orders regarding the North Terminal Complex. He said the first request for change was by United Airlines, the second by other airlines, and the 3rd, 4th and 5th were by Construction Management.

Commissioner Kadish requested information regarding the 65-day extension. Mr. I. Grindheim of Construction Management explained the reasons for the extension. He stated there was no precedent being set and that the contractor is entitled to this extension, especially since the delay in contract was not caused by the contractor. He felt there is a good chance this contract will be finished ahead of schedule.

\*\*\*

On motion of Commissioner Coblentz, seconded by Commissioner Kadish, the following resolutions were concurrently adopted:

No. 77-0325

Resolution approving and requesting the Controller's certification of Debit Modification No. 31, to Airport Contract 650C, Completion of North Terminal Building, in the total amount of \$134,528.00.

No. 77-0326

Resolution approving and ratifying the action of the Director of Airports in approving Change Orders No. 925-5 and 925-6 in accordance with Airports Commission Resolution No. 77-0044, and requesting Controller's certification of Debit Modification No. 3 in the amount of \$7,054.50

No. 77-0327

Resolution approving the request of the General Contractor, Robert F. McKee, Inc., to sub-contract a portion of the contract specified concrete formwork and shoring, to Peck & Miller Company of Palo Alto, California.





Resolution approving and requesting the Controller's certification of Debit Modification No. 11, to Airport Contract No. 1000, in the total amount of \$78,278.00.

Mr. Heath pointed out that under Contract No. 650C, it is merely a matter of taking work that was intended to be bid on from one contract and adding it to 650C because of time saving, as well as a monetary savings of \$75,000.

Mr. Lee added that of the \$1,000,000 in modifications, approximately \$500,000 was paid for by United Airlines.

\*\*\*

On motion of Commissioner Coblenz, seconded by Commissioner McDonnell, the following resolution was adopted:

No. 77-0329

Resolution authorizing the Director of Airports to request the City Attorney to intervene and fully participate in the Transcontinental Low-Fare Route Proceeding, CAB Docket No. 30356 as indicated by CAB order.

Mr. Heath said this permits us to request the City Attorney to intervene in this transcontinental low-fare route proceeding- without carrier preference.

\*\*\*

On motion of Commissioner Coblenz, seconded by Commissioner McDonnell, the following resolutions were adopted:

No. 77-0330

Resolution accepting work performed under the Professional Services Agreement for landscape design services, as authorized by Airports Commission Resolution No. 74-0028, dated February 19, 1974, and requesting Controller's certification of credit modification No. 3 in the amount of \$533.28 in favor of Royston, Hanamoto, Beck & Ahoy, consulting Landscape Architects, 225 Miller Avenue, Mill Valley, CA 94941.

No. 77-0331

Resolution approving the use of a minority subcontractor, Durrell Engineering Contractors, Inc., to perform basin excavation work previously established to be done by the General Contractor, M.G.M. Company.

Mr. Heath said item 13 completes the professional services agreement for landscape design services. Item 14 will allow the engineering company to substitute contractors, using a minority contractor.

\*\*\*



On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0332

Resolution approving the preliminary plans submitted by Host International, showing their proposed public facilities in the North Terminal Complex. These facilities include the main dining room, the cocktail lounge, and a snack bar and fast bar at the ticket lobby level of the North Terminal, an employee cafeteria at the lower level of the North Terminal and a fast food and cocktail bar at the hub of Boarding Areas H & I.

Mr. Heath said this is a review of the preliminary plans for Host facilities in the North Terminal.

Commissioner Coblentz asked if staff and Landor Associates had approved the plans and was told by Mr. Lee that they had.

Host architects presented renderings showing the design and layout of the new facilities.

A Commissioner asked if Host facilities in Los Angeles were the same as those being presented today, and was told that they are basically the same.

Commissioner Kadish asked if there were facilities planned for the person who cannot afford the expensive restaurant. The architect said he believes the coffee shop would accommodate that type of individual.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner Coblentz, the following resolution was adopted:

No. 77-0333

Resolution approving the budget for the Construction Management Consultants, a joint venture of Sverdrup & Parcel and Associates, Inc. and Stone, Harraccini and Patterson, to provide construction management and design review services for the period January 1, to December 31, 1978, in the amount of \$2,177,000.

Mr. Heath said this is the budget for CMC for next year; we will be working with them during the course of the year and this budget is based on the entire year. Also it is hoped that a number of their functions can be turned over to staff.

\*\*\*

On motion of Commissioner Kadish, seconded by Commissioner McDonnell, the following resolutions were adopted:

No. 77-0334

Resolution requesting the Controller to allot funds and to draw a warrant against such funds as are, or will be legally available in payment of said claim against the San Francisco International Airport.



Resolution approving the final plans and specifications and authorizing the Director of Airports to call for bids for Airport Contract No. 1125, Sludge Beds at Water Quality Control Plant.

Mr. Heath stated the claim against the Airport was a settlement for \$6,000 that the City Attorney recommended we pay as it is in the best interest of the City and County of San Francisco.

\*\*\*

Director of Airports Report: Communications

Mr. Heath gave a report on various communications which he had received during the last few weeks. He furnished a copy of these communications to the Commission and one to the Secretary, which is attached to these minutes and incorporated herein by reference. He said this would be a continuing effort to keep the Commission apprised of what is going on at the Airport. He then summarized the communications.

Commissioner Kadish congratulated Mr. Heath for adding this correspondence to the agenda and said this is a good way to keep the flow of information circulating.

\*\*\*

There being no further business, the meeting adjourned at 3:45 pm.

*Warren D. Hanson*

Warren D. Hanson  
Acting Secretary  
Airports Commission



M. F. Bagan

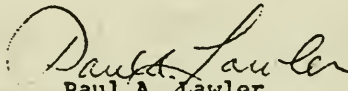
December 9, 1977

Chief Paul A. Lawler

Crime Prevention and Public Relations

Just an informational bulletin to advise you that our recently adapted midnight shuttle bus ride-along program, under the direction of Lt. Ray Westbrook, is developing into a highly successfully and appreciated program.

Attached is a copy of the original suggestion.

  
Paul A. Lawler  
Chief, Bureau of Security

PAL/cm

cc: Lt. Westbrook  
RSSamuels  
File





Lt. Raymond Westbrook

December 9, 1977

Chief Paul A. Lawler

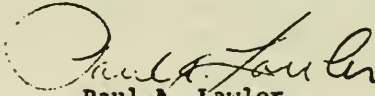
Department Commendation

I am very pleased to inform you that the shuttle bus ride-along program that you recently initiated is turning into a great success. I have received several calls from airline representatives complimenting us on this crime prevention concept. Their employees are feeling a great deal more secure and so are the bus drivers.

If manpower permits, I strongly recommend that you continue with the program. Not only is it a good crime prevention technique, but in the long run it will have strong impact on our public image building program.

Keep up the good work and please pass my compliments along to all the officers on your shift who are making this program such an instant success.

A copy of this commendation is to be placed in your personnel file.



Paul A. Lawler  
Chief, Bureau of Security

PAL/cm

cc: MFBagan  
BWease  
WDunbar  
File



Lt. R. Westbrook, Midnight Shift

November 17, 1977

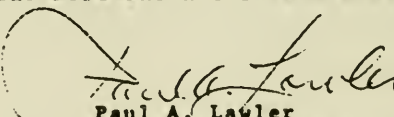
Chief Paul A. Lawler

ADVISORY - Anti Rape/Mugging Suggestions

As you are aware, there is a great deal of current publicity in the Bay Area regarding rapes and anti-rape programs. (eg. San Jose Police Decoys and S.F. State group patrols)

To implement our own anti-rape/mugging program and to build our public image, I would like to suggest the following procedures when manpower permits:

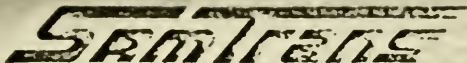
1. Have a uniformed officer take periodic rides on the buses to the employee parking lots. Everyone who rides these buses will appreciate it. This also provides a good opportunity for anonymous observation of parking lots and road-side areas.
2. Step up the number of passing calls in the employee parking lots.
3. Suggest to the private security guard at Lot 2 that he move around more and not remain stationary.

  
Paul A. Lawler  
Chief, Bureau of Security

PAL/cm

cc: MFBagan  
WDHanson  
File





## SAN MATEO COUNTY TRANSIT DISTRICT

400 SOUTH EL CAMINO REAL, SUITE 400, SAN MATEO, CALIFORNIA 94402  
(415) 573-2252

BOARD OF DIRECTORS  
WILLIAM H. BRYAN, Chairman  
C. ROBERT PAVES, Vice Chairman  
EDWARD J. BACCIGGCO, Jr.  
JACK BLAND  
PAUL C. COUGHLIN  
JANET FOGARTY  
ROBERT A. JONES  
ROBERT E. NORRIS  
MARK SAVAGE

JOHN T. MAURO  
General Manager

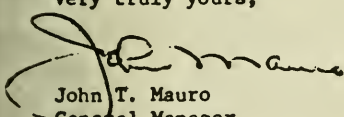
December 1, 1977

Mr. Richard R. Heath  
Director of Airports  
Airports Commission  
City and County of San Francisco  
San Francisco International Airport  
San Francisco, CA 94128

Dear Mr. Heath:

I want to take this opportunity to thank you for the expeditious action which your agency has taken in helping us to identify our bus stop location between the central and south terminals. We are now obtaining proposals and will call Mr. Vance Hendry to make arrangements for the start of work. We feel this improvement will answer many inquiries for information on bus service and should facilitate the use of buses to and from the airport.

Very truly yours,

  
John T. Mauro  
General Manager

JTM/lin

cc: Robert G. Lee

bcc:

R. G. Lee

M. F. Jones

J. E. Siger

A. Hays

V. Hendry

R. G. Lee

P/D file

DEC 2 1977





AIRPORTS COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO  
GEORGE R. MOSCONE, MAYOR

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128  
(415) 761-0800



MORRIS BERNSTEIN  
PRESIDENT

RUTH S. KADISH  
VICE-PRESIDENT

WILLIAM E. McDONNELL  
WILLIAM K. COBLENTZ

November 30, 1977

RICHARD R. HEATH  
DIRECTOR OF AIRPORTS

Subject: Painting of Bus Stop  
Located Between Central and  
South Terminals

Mr. John T. Mauro  
General Manager  
San Mateo County Transit District  
400 So. El Camino Real, Suite 400  
San Mateo, CA 94402

Dear Mr. Mauro:

Reference is made to your letter of November 29, 1977 to the Director of Airports together with a color rendering of your proposal to paint the fence at the bus stop located between the Central and South Terminals.

We have reviewed your submittal and hereby approve your plan. You are authorized to proceed with this work as soon as possible. Please call Mr. Vance Hendry, 876-2275, to make arrangements prior to start of work.

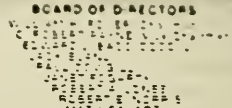
Very truly yours,

A handwritten signature in dark ink, appearing to read "R.G. Lee".

Robert G. Lee  
Deputy Director & Chief Engineer

RGL/hma  
bcc:  
R.R.Heath  
M.F.Bagan  
J.P.Singer  
A.Wong  
V.Hendry  
R.G.Lee  
→ P/D File





John - 1921-22  
George - 1923-24

CR. 100. 100. 100.  
forwarded to  
Mr. Lee.

NOV 29 1977



December 6, 1977

Ms. Judith C. Orloff  
Berkeley Airport Connection  
2490 Channing Way, Suite 408  
Berkeley, Ca. 94704

Dear Ms. Orloff:

Thank you very much for your letter of November 16th.

We are in the process of re-examining and assessing all of our policies concerning ground transportation to the Airport. As you undoubtedly know, the Airports Commission has adopted as a policy the strong encouragement of all methods of mass transportation as opposed to the use of private automobiles. Because of this, I feel confident that the Commission would look favorably upon your proposal and, under certain circumstances, a new transit service operation might operate with an exemption from any consideration payments for the first couple of years or, at least, until the number of users increases to a point that the service is definitely established and profitable.

It would be my suggestion that the next step would be for your company to make a specific proposal on the routes which you desire to add and on the time you feel you will need an exemption and the method we could use to determine at what level of service the exemption would expire.

We look forward to receiving such a proposal and any other items you may have concerning methods for improving ground transportation to this Airport.

Yours truly,

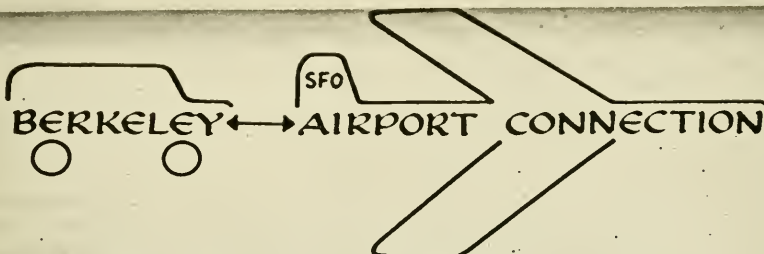
Respectfully,  
RICHARD R. HEATH  
Richard R. Heath  
Director of Airports

RRM/pm

MFBagan; JPSinger; RGLee







2490 Channing Way, suite 408  
Berkeley, California 94704

November 16, 1977

Mr. Richard P. Heath  
Director of Airports  
San Francisco International Airport  
San Francisco, Ca. 94128

Dear Mr. Heath:

We are writing to you regarding your interest in encouraging transit services to and from the San Francisco International Airport. We support this interest and view it as one way for the Airport to continue to grow without the congestion, pollution and sprawl which usually accompany such growth.

As you might know, we currently operate an airport bus service from Berkeley and adjacent areas in the east bay. We also have been thinking about adding two more routes to the airport from this area. We have been holding back, because of the financial risk involved, since we expect that these routes would be marginal, at best, for the first year or two.

A negative incentive to starting up such an operation is the consideration (commission) which must be paid to the airport. While these commissions are not a great inhibiting factor for a well established, healthy transportation service, they do tend to play a significant role in the decision to start a marginal or new service. Furthermore, the lack of a uniform policy on these considerations makes planning somewhat difficult.

In order to encourage new transit services, we would like to request that a review be made of current procedures for assessing minibus transportation considerations. We would like to propose that one aspect of this review consider an exemption from consideration payments for the first two years of a new transit service operation as an incentive to starting such services. We would be happy to discuss some of our ideas with you in more detail should

NOV 21 1977





Mr. Richard R. Heath

November 16, 1977  
Page 2

you be interested.

We applaud your initiative in this area of airport operations and look forward to working with you on these matters.

Yours sincerely,

  
Judith C. Orloff



December 16, 1977

Mr. William Wheeler  
General Manager  
Airport Parking Management  
P.O. Box 8602 - Airport Branch  
San Francisco, CA 94128

Dear Bill:

Reference is made to your letter dated December 15, 1977, requesting permission to establish two manned information booths in the garage to assist directing the public in finding their airlines, cars, etc.

Mr. Heath has approved the costs set forth in your letter and you can proceed immediately to implement this program.

As you are aware, in the very near future we will expand this program throughout the Airport. We will then get together with you concerning uniforms and other matters relating to the overall program.

Meantime, however, please expedite the garage program and I would appreciate being kept advised regarding the public's use of this service.

Sincerely,  
Original Signed by  
M. F. BAGAN

M. F. Bagan  
Deputy Director of Airports

MFB/pm  
cc: JPSinger  
ESmith  
MCallanan



APP

## Airport Parking Management

POST OFFICE BOX 8602  
SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128  
PHONES 761-0270 — 877-0227

December 15, 1977

Mr. Richard R. Heath  
Director of Airports  
Airports Commission  
San Francisco International Airport  
San Francisco, CA 94123

RE: Public Information Booth in Garage

Dear Mr. Heath:

We respectfully request your approval to establish two (2) manned information booths on the first level of the garage, to be located at Cores D and E-C.

These booths are to be manned by uniformed, highly congenial and informative people, who will provide information and directions, referrals, distribute guides and maps and above all convey to the public, the Airport is conscious of their needs, and will endeavor to give them the quality of service they deserve.

The cost to initiate and operate this service as follows -

Portable Booths and Signs aprox. cost \$350.00  
Labor - 2 people x 18 hrs. @ day aprox. daily cost \$225.00

As we propose to commence this service as soon as possible an early consideration of the foregoing request is most appreciated.

Very truly yours,

*William L. Wheeler*  
William L. Wheeler  
General Manager

*Approved*  
*[Signature]*  
12/15/77

WLY/dms

DEC 15 1977







SAN FRANCISCO INTERNATIONAL AIRPORT  
CITY AND COUNTY OF SAN FRANCISCO

OFFICE MEMORANDUM

TO: Richard R. Heath

DATE: October 31, 1977

FROM: Roy S. Samuels

SUBJECT: Garage Passenger Information Program

A discussion was held with Mr. Wheeler, Manager of the Garage, relative to the best way to provide information for patrons at the lower level of the Garage. The following information is submitted to you and is mutually agreed to by Mr. Wheeler and myself:

1. The locus to place a person would be at the end of the speed walk in the South Terminal and at the base of the elevators of the new Core "C".
2. Use of security guard personnel is not recommended as these people have a fairly rapid turnover and are not particularly knowledgeable in the various facets of the Airport. Rather, it is recommended that if we enter the program, Airport Parking Management utilize some of their better cashier and valet parking personnel who are both verbal and well informed as to facilities.
3. Recommended times for coverage are 0700 to 0100 hours daily. Meal reliefs could be taken at slack times.

Any type of uniform could be rented, however the coat presently worn by Garage personnel would be supplied at no additional cost. It is recommended that an arm band with the word "Information" be utilized.

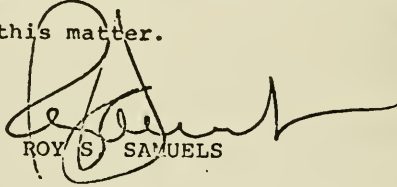
An additional service would be that someone leaving the terminal could leave their bags where the information agent is stationed while they get their car. If this service proved popular, we would have to utilize some sort of baggage check in order not to give the wrong bag to the wrong person.



-2-

Attached is Mr. Wheeler's proposal listing a daily cost of approximately \$225.00 and a start up cost of \$350.00.

I await your decision on this matter.



ROY S. SAMUELS

RSS/rb

cc: MFBagan

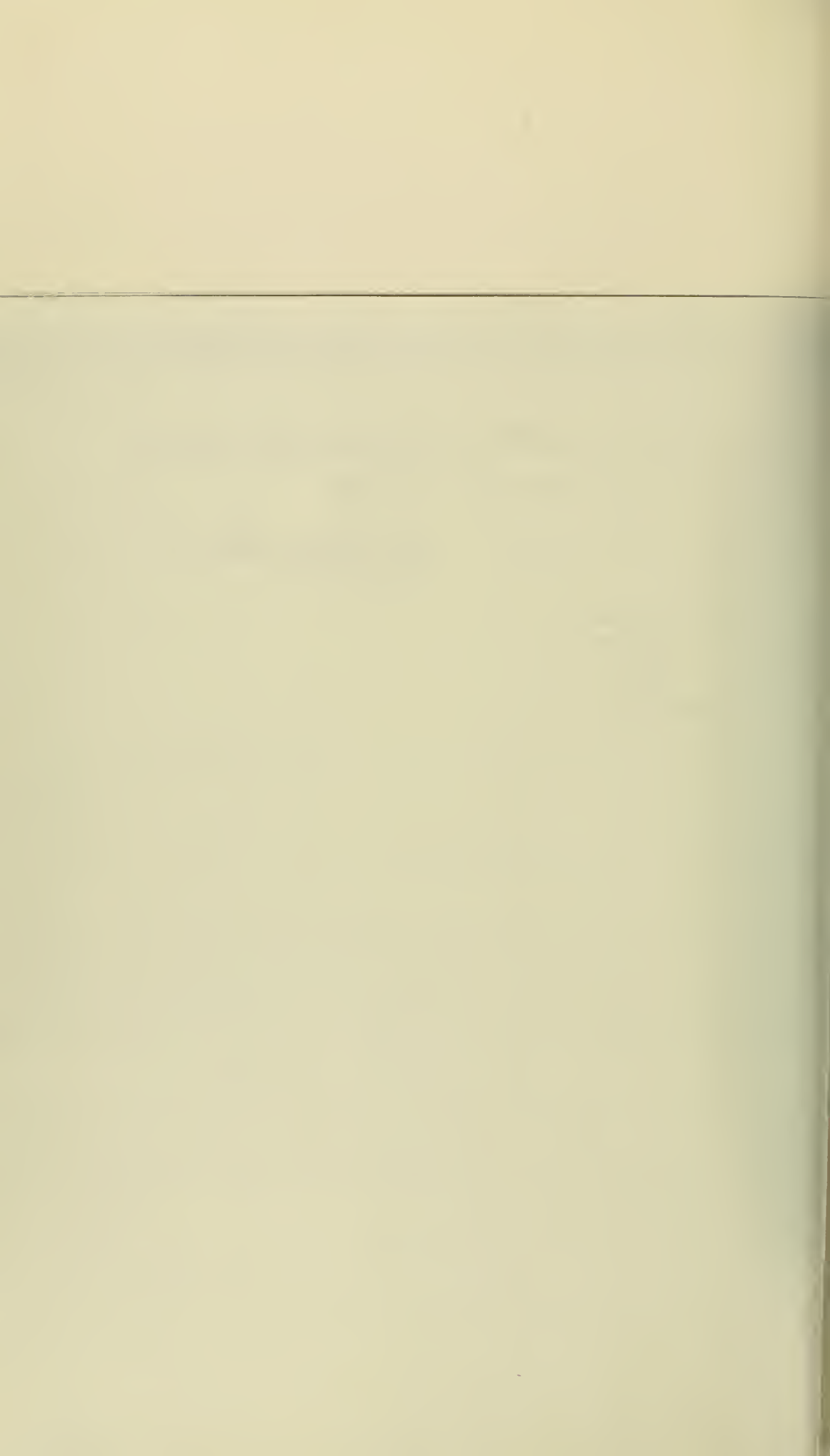
WHanson

ESmith

File

Chron

Attachment



CITY AND COUNTY OF SAN FRANCISCO  
GEORGE R. MOMONE, MAYOR  
SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94120  
(415) 781-0000



MORRIS BERNSTEIN  
PRESIDENT  
RUTH S. KADISH  
VICE-PRESIDENT  
WILLIAM E. McDONNELL  
WILLIAM K. COBLENTZ

November 21, 1977

RICHARD R. HEATH  
DIRECTOR OF AIRPORTS

Hon. Alfred E. Kahn  
Chairman  
Civil Aeronautics Board  
Washington, D. C. 20548

Dear Mr. Kahn:

As you are no doubt aware, public protest from noise generated by aircraft is increasing, and the San Francisco Airport has an active Noise Abatement Program. Part of this program consists of soliciting suggestions from the general public. One suggestion we get repeatedly is, "Why does the Federal Government encourage night flights which are the most troublesome to residents around an airport by allowing lower fees for these flights than for day flights which do not cause such a severe problem?"

I have repeatedly responded to this question by stating that it is a matter under the jurisdiction of the Civil Aeronautics Board, which must weigh a number of factors in setting fees. It would help me immensely, however, to have a formal communication from your organization which I could supply to persons making this request.

Another purpose of this letter is to call to the attention of the CAB the fact that citizens are becoming increasingly vocal about noise in general, and about night flights in particular. It might be appropriate at this time for the CAB to review its policy on differential ticket prices to determine whether the noise impact needs to be given stronger consideration in balancing the complex questions involved. For your information, the State of California has an Airport Noise Law which requires us to measure the average daily noise level around the Airport. In arriving at the average, night flights - those operations occurring between 10 P.M. and 6 A.M. - are given ten times the weight of daytime operations.

I would appreciate your response to these questions and suggestions.

Yours truly,

A handwritten signature in dark ink, appearing to read "Richard R. Heath".  
Richard R. Heath  
Director of Airports





#### 4. Environmental and Energy Considerations

Judge Murphy concluded that there are no environmental considerations which affect the decision reached in this proceeding. No party has excepted to that conclusion.

Actions of the Board which could be construed to fall within the category of "major Federal actions significantly affecting the quality of the human environment" are primarily, but not exclusively, licensing proceedings or similar actions which result in immediate changes in the level of service provided. In rate proceedings, the Board's action does not, in the short term, affect the level of service provided, but rather the fare to be charged for an established level of service. That is essentially the situation which exists in this proceeding. The carriers have been operating night coach service for a number of years and the Board's conclusions herein that the carriers' fares are not unjust or unreasonable and its adoption of standard time frames for the service should not lead to any significant change in service in the immediate future.

Nonetheless, in reaching its decision in this proceeding, the Board has considered the energy and environmental implications of its action in this case. It is our judgment that our decision will not have a significant adverse impact on either the environment or energy consumption. As detailed in the opinion, night coach service presently plays a relatively minor role in the air transportation system, presently accounting for less than 8 percent of total trunk traffic. It is an optional service, and this decision does not require the offering of any additional night coach service. If a future expansion of night coach service should occur, it can be attributed more to a response on the part of carrier management to traffic demand and underlying economic conditions than to the decision reached in this proceeding. We recognize that if we were to find night coach fares unlawful and order an end to reduced-fare night coach service, a significant number of flights now being operated in nighttime hours would probably become uneconomic and would be canceled by the carriers. That course of action would have a favorable impact on the environment by encouraging the elimination of aircraft operations at the nighttime hours when the population is most sensitive to noise. That course of action, however, would conflict with the economic evidence in this proceeding. It would deny the traveling public the benefit of a low-cost fare option which serves to increase the utilization of aircraft and which also benefits the Postal Service and shippers of freight. We do not believe these important economic benefits are outweighed by the environmental effects of a continuation of night coach service. Moreover, the problem of aircraft noise is one which is more directly under the jurisdiction of the Federal Aviation Administration, the Environmental Protection Agency, and to some extent, local airport authorities. Our decision herein in no way affects whatever appropriate action these instrumentalities may take in dealing with problems of nighttime noise exposure, either at specific airports where noise is a particular problem or in more general terms, such as retrofit or replacement of the nation's aircraft fleet.





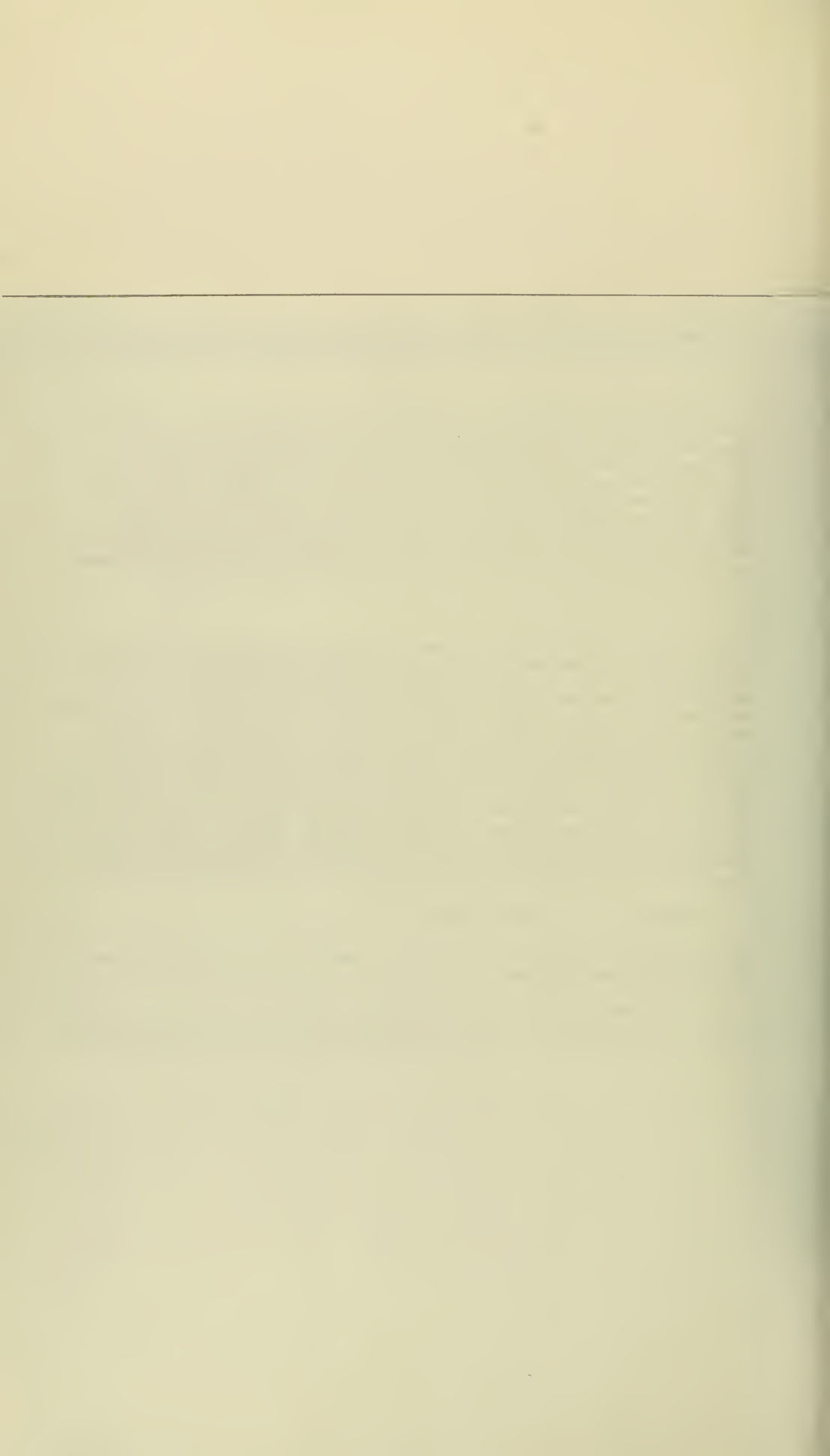
Finally, the elimination of night coach service could have an adverse impact on energy consumption. Since the record in this proceeding shows that most night coach passengers are persons who would otherwise fly on day coach services, the elimination of night flights would create pressures for additional daytime flights. Moreover, there is evidence in the record that nighttime operations, all other things being equal, are more fuel efficient than daytime operations because of the lack of congestion at the night hours (Tr. 176). There is no reason to believe that the continuation of night operations at the option of the carriers would adversely and significantly affect either fuel conservation or overall fuel efficiency.

\* \* \* \* \*

In sum, the Board finds that the night coach fares under investigation are not unjust, unreasonable or otherwise unlawful; that night coach service should be limited to flight segments departing between the hours of 9 p.m. and 6:59 a.m., subject to the requirement that all flight segments designated for night coach service shall terminate not later than 7:59 a.m.; that exceptions to these times will only be permitted to meet temporary problems of an emergency nature or situations having no long-term impact; that there should be no prohibition against providing night coach fares on nonstop trans-continental flights; that it is permissible to charge the through night coach fares to passengers who originate their journeys on night coach flights but continue to their destinations on day-fare flights; and that tariff provisions which are inconsistent with the limitations on the conditions under which night coach service will be permitted are unjust and unreasonable and should be modified to conform to the decision herein.

ACCORDINGLY, IT IS ORDERED THAT:

1. The petitions for discretionary review of the initial decision be and they hereby are granted;
2. The carrier parties shall, effective 90 days from the date of service of this order, modify all tariffs under investigation in this proceeding which



CITY AND COUNTY OF SAN FRANCISCO  
GEORGE R. MOMONE, MAYOR  
SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94125  
(415) 761-6000



MORRIS BERNSTEIN  
PRESIDENT  
RUTH S. KADISH  
VICE-PRESIDENT  
WILLIAM E. McDONNELL  
WILLIAM K. COBLENTZ

RICHARD R. HEATH  
DIRECTOR OF AIRPORTS

November 21, 1977

Mr. Robert H. Stanton  
Director, Western Region  
Federal Aviation Administration  
P. O. Box 92007  
World Way Postal Center  
Los Angeles, California 90009

Dear Mr. Stanton:

The San Francisco Airports Commission has adopted an Airport Noise Abatement Program and has received suggestions from various individuals and organizations regarding further steps that might be undertaken to reduce the noise impact of this Airport. I would, therefore, appreciate answers to the following questions:

1. Would the FAA support a regulation that prohibited night flights of any aircraft that did not presently meet FAR 36 standards?
2. Would the FAA support a policy of imposing substantial additional charges on aircraft which create single event noise incidences higher than a prescribed level set forth in the regulations?
3. Would the FAA support a regulation which would impose an absolute or partial curfew on night operations out of San Francisco Airport?

Your response to this request will be greatly appreciated.

Yours truly,

A handwritten signature in dark ink, appearing to read "Richard R. Heath", written over a horizontal line.

Richard R. Heath  
Director of Airports

cc: Mr. Don Brink  
Mr. Fred Isaac



AIRPORTS COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO  
GEORGE R. MOSCONE, MAYOR  
SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94120  
(415) 761-9800



RICHARD R. HEATH  
DIRECTOR OF AIRPORTS

MORRIS BERNSTEIN  
PRESIDENT  
RUTH S. KADISH  
VICE-PRESIDENT  
WILLIAM E. McDONNELL  
WILLIAM K. COBLENTZ

November 21, 1977

Re: Public Hearings on  
Supersonic Noise Rules

Federal Aviation Administration  
Department of Transportation  
800 Independence Ave., S.W.  
Washington, D. C. 20590

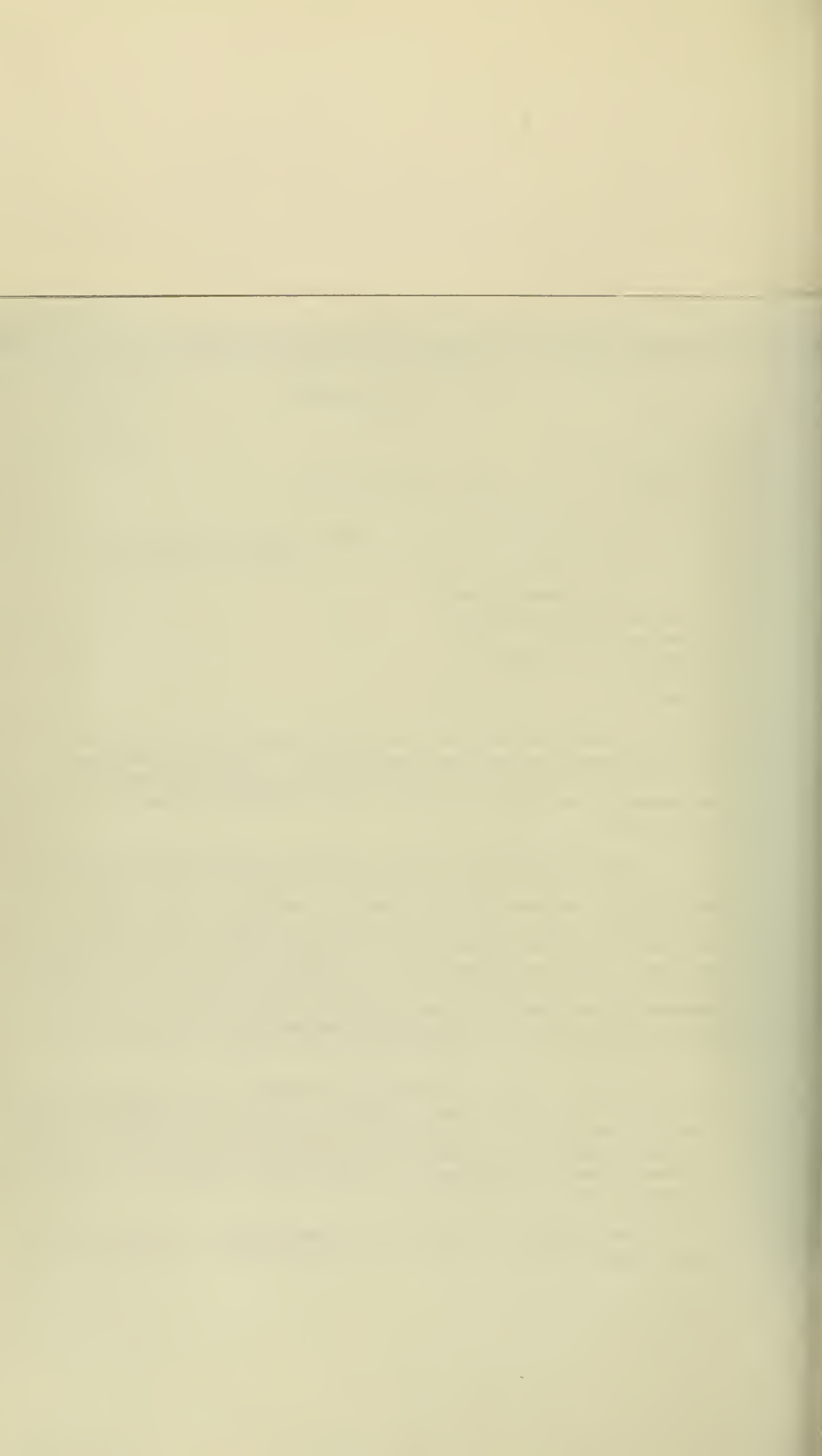
Gentlemen:

I wish to express our objection to one portion of the proposed FAA regulations governing supersonic aircraft. We believe the regulations, in general, are well thought out and designed to provide a reasonable degree of protection from increased noise to those living near major airports.

We object, however, to the provision which excludes the sixteen Concorde SSTs, constructed or under construction, from the requirement that all SSTs must meet FAR 36, Stage 2, standards. If any of these 16 aircraft should operate out of the San Francisco International Airport, it could well cause this Airport to be in violation of California's Airport Noise Law. That law provides that all California airports must maintain noise impacts in residential areas surrounding the airport below specified Community Noise Equivalent Levels (CNEL) which decrease by five decibels each five years. The present maximum level is 75 decibels CNEL. In 1981, that level drops to 70 decibels and in 1986, to 65 decibels.

The San Francisco International Airport is in compliance with the California law at this time. However, there are two residential areas where the CNEL is just barely below 75 decibels. The introduction of any new and relatively noisy aircraft types into the operating commercial fleets could well cause a degradation of our noise levels sufficient to push us into non-compliance with state law.

We suggest two alternatives. First, eliminate the "grandfather" clause exempting these 16 Concordes. Second, add the following provision:

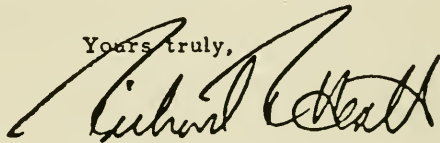




"Provided that local airport authorities may bar the operations of any supersonic transport which does not comply with FAR 36, Stage 2, standards, including the 16 Concorde SSTs now constructed or under construction, if such action is necessary to avoid degradation of that airport's present noise level which might cause that airport to be in violation of state or federal laws governing airport noise."

Your consideration of this requested revision is appreciated. Please make this letter a part of the written record of your public hearings.

Yours truly,

A handwritten signature in dark ink, appearing to read "Richard R. Heath". The signature is fluid and cursive, with a large initial "R" and "H".

Richard R. Heath  
Director of Airports















